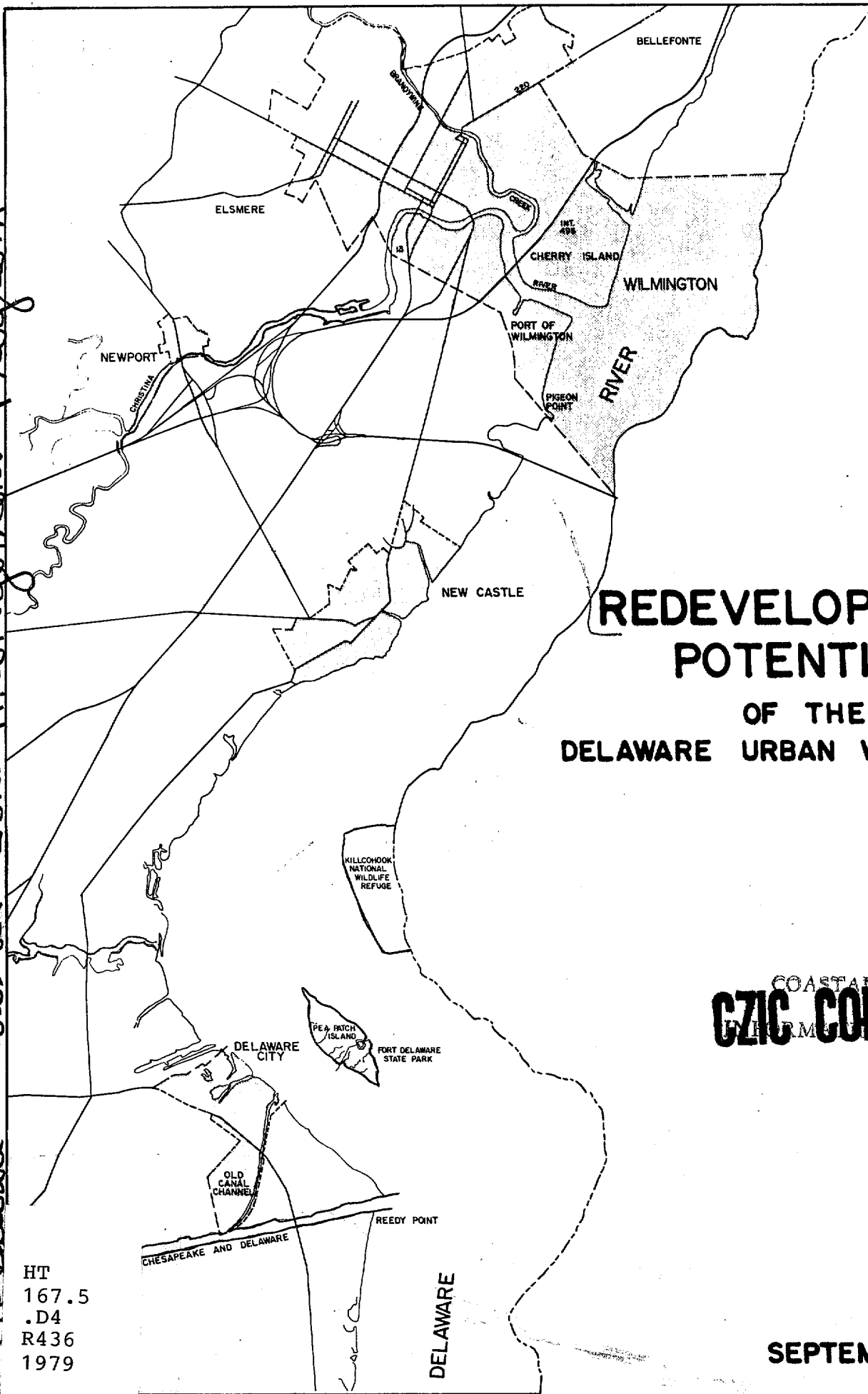


Delaware Coastal Zone Management Program



REDEVELOPMENT POTENTIAL OF THE DELAWARE URBAN WATERFRONT

COASTAL ZONE
CZIC COLLECTION

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SEPTEMBER, 1979

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We are very appreciative of the early support for this project provided by Paul Jensen, formerly of the Delaware Sea Grant Program.

Sincere acknowledgement of thanks is due all these persons interviewed in the initial assessment discussed in this document. These persons are subsequently named in Appendix 2.

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William J. Cohen

REDEVELOPMENT POTENTIAL OF THE
DELAWARE URBAN WATERFRONT

BY

WILLIAM J. COHEN AND ASSOCIATES, INC.

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WILLIAM J. COHEN AND ASSOCIATES, INC.

CONSULTANTS FOR PLANNING, GOVERNMENT AFFAIRS, RESEARCH, DESIGN

177 E. DELAWARE AVENUE, NEWARK, DELAWARE 19711

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September 14, 1979

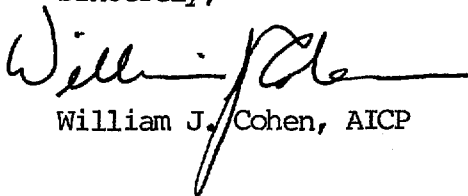
Mr. Kenneth Bessinger
Project Manager
State of Delaware
Office of Management, Budget and Planning
Townsend Building
Dover, Delaware 19901

Dear Mr. Bessinger:

I am transmitting this report, Redevelopment Potential for the Delaware Urban Waterfront, as part of the Delaware Urban Waterfront Planning and Management Project. This document will provide the foundation for the implementation of one or more redevelopment projects. In light of the practical emphasis of this project, we have endeavored to perform a level of analysis that will be relevant to undertaking specific project activities.

I have appreciated the continuing assistance and positive working relationships with your office throughout this project and hope that because of our joint efforts a new direction can become a reality in redeveloping Delaware's urban waterfront.

Sincerely,

A handwritten signature in dark ink, appearing to read "William J. Cohen", with a stylized flourish at the end.

William J. Cohen, AICP

WJC/ljg

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OVERVIEW

This document, Development Potential for the Delaware Urban Waterfront, is the final report of the Delaware Urban Waterfront Planning and Management project funded by the State Office of Management, Budget and Planning with a grant from the Office of Coastal Zone Management. The project was begun on January 15, 1979 and will be completed on September 15, 1979.

In June 1979 the consultant, William J. Cohen and Associates, Inc. released the first document entitled, Background Information which primarily reviewed local studies affecting waterfront uses in the four communities included within the project. Those communities are: the City of Wilmington, the Town of Newport, the City of New Castle, and Delaware City. Several references in this document refer to the Background Information report. In addition, the Background Information report contains waterfront discussion issues; a listing of bibliographical source materials; and a selection of seven waterfront profiles for several cities in the United States and Canada.

The general purpose of this document is to accomplish the following:

- * Establish through planning, research and analysis, urban waterfront themes for each of the four communities.
- * Provide a perspective for waterfront redevelopment based on existing land use patterns and trends.
- * Prepare a list of sites, based on selection criteria, that could be redeveloped in a reasonable time frame.
- * Complete a feasibility analysis, which includes an impact assessment for sites with redevelopment potential.
- * Develop a priority list of sites.

- * Analyze findings of an initial assessment relative to the types of projects that would be desirable to implement to accomplish waterfront redevelopment.
- * Determine the extent of availability of Federal and private sources of funding to serve as the basis of preliminary grant applications for project implementation.
- * Establish redevelopment relationships between sites of first, second and third priority and desirable projects.
- * Make specific recommendations which would be the framework for implementation of one or more redevelopment projects.

The approach of this project has been to develop a method of analysis relative to redevelopment potential that would establish a basis for implementation, including planning on a site-specific level, design, engineering and construction plans. Moreover, the recommendations contained in this report will, in themselves, not bring about waterfront redevelopment. Rather, a cooperative effort will need to be established between the local community working in concert with the State and New Castle County along with the private investment sector. In this manner, the maximum advantages of utilizing the talent, infrastructure capability, and financial resources of both public and private sectors can be operationalized.

CHAPTER I

URBAN WATERFRONT THEMES

INTRODUCTION

In 1978 the Delaware River Basin Commission classified sections of the Delaware River corridor as "greenways", which had the effect of planning the dominant land uses for park or open space.¹ The only non-greenway section on the Delaware River extends from Tacony-Palmyra in Philadelphia to an area just north of Delaware City, encompassing a major portion of the Delaware River Urban Waterfront Project study area. This portion of the river oriented corridor is termed the "Delaware River Urban Waterway", reflecting the rather extensively developed, planned industrial, and otherwise developed areas along the waterfront. Although major uses along much of the study area corridor indicate an industrial trend, various reaches and nodes along the waterfront have development and redevelopment potential which may focus on land uses of a more recreational, historical, retail, office, residential, or scenic orientation, or mixed uses (i.e., any combination of the preceeding).

This chapter examines existing patterns and general development trends, indicating themes for segments along the waterfront. The themes, out of necessity, reflect existing development (emphasizing the predominate land use in a particular area), and general land use relationships as expressed through land use plans. The themes can serve as a long-term guide to development of the waterfront, but they do not explicitly state how the land will be developed.

The following four themes will be utilized to describe sections of the urban waterfronts in the City of Wilmington, the Town of Newport, the City of New Castle and Delaware City:

¹Heritage Conservation and Recreation Service, Greenways of the Delaware River Basin, prepared for Delaware River Basin Commission (September 1978).

- * Natural Areas - includes wetlands and undeveloped/unused lands, some with possible long-range recreation potential.
- * Recreation - describes publicly or privately owned lands used for park purposes, playgrounds, launching areas, as well as marine-oriented commercial uses (such as marinas).
- * Industrial - reflects existing intensive development, long-term and planned industrial uses, including port-related facilities.
- * Mixed Use - describes a combination of various uses including retail, office, residential, recreational and institutional development.

These four themes can serve as a general framework to guide future specific site planning efforts. For the purpose of this project, the themes also serve as a means of focusing on specific segments of the waterfront for more in-depth site analysis of redevelopment potential. Some sites will be given first priority for development, and when they are completed, another set of sites can be given highest priority. A later chapter of this document indicates specific sites for immediate development within the overall themes of the urban waterfront.

It should be noted that the waterfront themes as they appear on Figure 1, 2, 3 and 4 do not reflect the inland boundaries for development of each theme, but merely describe what each segment along the waterfront currently is, or what it could be in the future.

WILMINGTON

Background

Overall, the Wilmington waterfront has historically been dominated by industrial and transportation uses with little or no residential or retail development. Small recreational nodes can be found in addition to the more expansive Brandywine Park, but for the most part the amenities of a waterfront location have been ignored. Wilmington's commercial efforts focus primarily on the Market Street Mall, and residential areas are chiefly located inland, with industrial uses and railroad lines often separating residential neighborhoods from the waterfront.

A general philosophy and priority concern for Wilmington, as expressed in the City's Overall Economic Development Program, and as demonstrated in the Neighborhood Comprehensive Development planning efforts, is to retain and attract industry, and to improve conditions in Wilmington in order to provide a more harmonious relationship between the various existing and often conflicting land uses.

Existing Patterns and Themes

1. Delaware River

With the exception of the proposed Fox Point Regional Park, occupying a very narrow strip of waterfront land between the railroad and the Delaware River, the land uses north of Wilmington to the Pennsylvania state line are classified as industrial. The Conrail tracks as well as two major roadways, (Interstate 495 and Governor Printz Boulevard) separate the predominantly residential areas west of the transportation lines from the industrial and park uses along the river.

Within the City of Wilmington, two major areas extend along the Delaware River: Cherry Island, reaching from the city limits south to the Christina River; and the Port of Wilmington, located on the south side of the Christina River at the Delaware River confluence. The Delmarva Power Company installations and Wilmington's sewage treatment plan and ponds, with accompanying odor and negative visual impact, occupy the northern half of Cherry Island. On the southern portion of Cherry Island is located the hydraulic fill site for silt and sediment deposits dredged from the Delaware and Christina River channels and areas adjacent to the Port of Wilmington berthing facilities. Filling of the dyked areas to various levels has been occurring intermittently since the 1920's and is scheduled for termination in 1984.

Several background reports have examined the unique physical and locational characteristics of the Cherry Island site, as presented in the Background Information report (June 1979) of the current project. As pointed out, the extremely unstable nature of hydraulically filled areas would require expensive artificial stabilization techniques and the utilization of a special foundation support system before the land could be used for usual development purposes. Yet the large size of the tract, its location in proximity to rail and water transportation, accessibility to the Wilmington CBD via a proposed upgraded Twelfth Street, plus the location of an interstate highway interchange on the Island, point out the potential of the site for industrial development at some time in the future. A proposal worth consideration for an industrial Planned Unit Development (PUD) on Cherry Island made in the Riverfront Study reflects the assets mentioned above, the compatibility of industrial use with existing adjacent uses, plus the ability of a large scale development (a PUD) to better apply and absorb the excessive development costs that will most likely accompany development of the Cherry Island site.²

²Angelos C. Demetriou, Riverfront Study for Wilmington, Delaware, Volume I (Office of A. C. Demetriou and Linton and Co., Inc., April 1977), pp. 10-11.

The Port of Wilmington's facilities and open storage yards are located at the mouth of the Christina River south of Cherry Island. Port expansion was given a boost in February, 1979, with the sale of 188 acres of county-owned land adjacent to the Port of Wilmington and the Delaware River, to the city.

Plans are also currently being considered to utilize areas along the Delaware River coastline for the Corps of Engineers' dredge and fill operations once the Cherry Island site is no longer available. Eventually, the main piers of the port would be located along the Delaware riverfront. Also within Wilmington, land adjacent to the Port is planned and zoned for industrial use and could be utilized for Port expansion purposes in the future, should the need arise.

The development theme for the Delaware River coastline in Wilmington must therefore be industrial in nature, with an industrial PUD proposed for Cherry Island in the future, and port development expanding south of the Cherry Island site contiguous to existing port facilities.

South of Wilmington's city limits, extensive areas of marshland and flood-plains front on the Delaware River with industrial uses located further inland, separating any residential areas from the waterfront.

2. Brandywine Creek

The Brandywine Creek corridor area extends approximately from the Market Street Bridge to the confluence with the Christina River. West of the Market Street Bridge on the northern bank is a narrow waterfront section of Brandywine Park. On the southern bank west of the bridge is the former H. Fletcher Brown Vocational School currently owned by the state. The site was recently offered to the Hercules Company as a new location for its Wilmington headquarters. A forty-two story structure was proposed in an attempt to persuade Hercules to remain in the city. Pedestrian easements exist on both sides of the Creek west of the

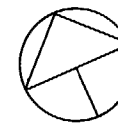
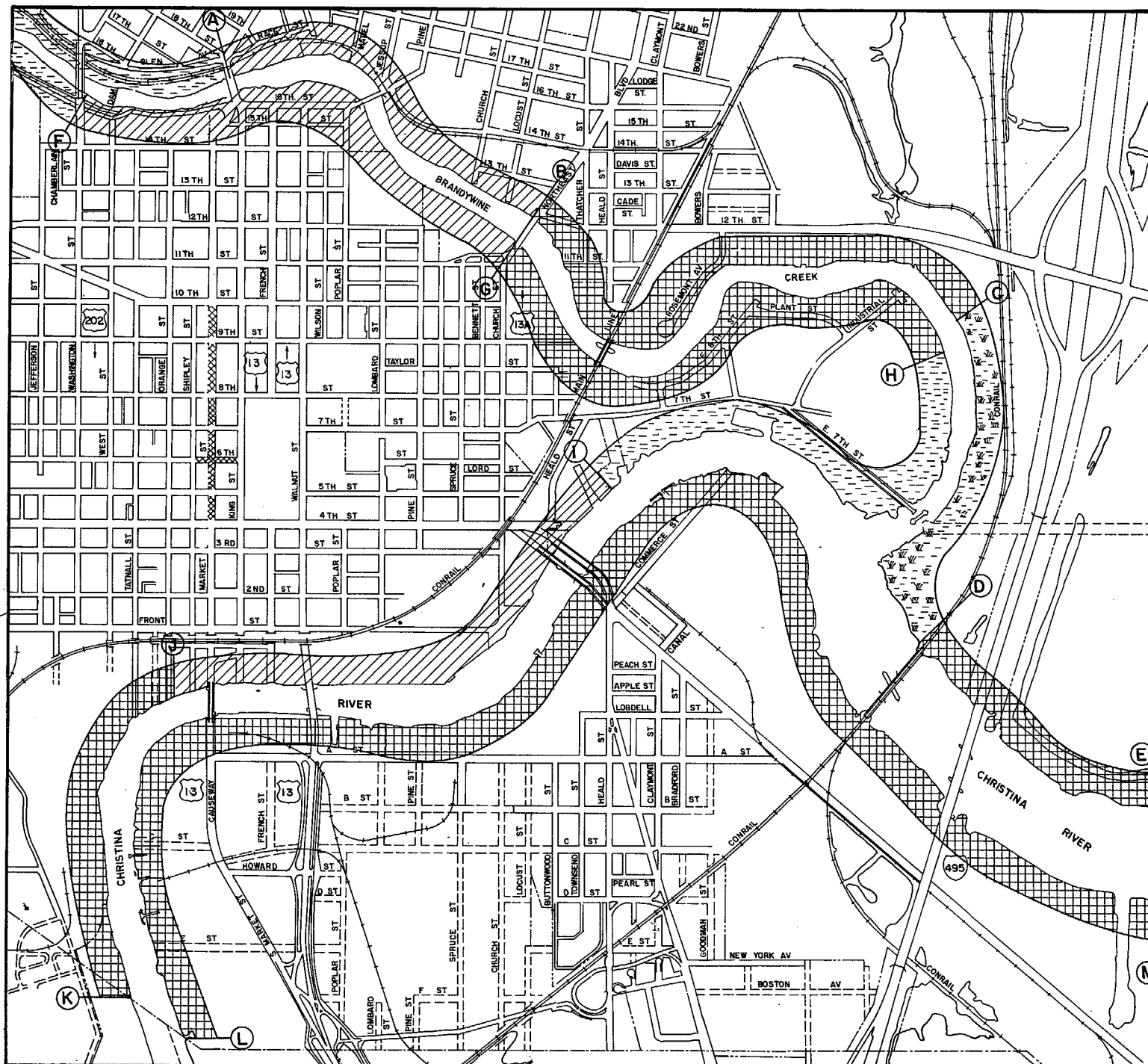
Market Street Bridge, permitting public access to the waterway.

Figure 1 A mixture of often conflicting land uses is found along
Segment the Brandywine waterfront, especially the northern bank from
A to B Market Street to Northeast Boulevard. An area of particular
 concern is the residential community located adjacent to this
 portion of the waterfront, primarily in the Price's Run
 neighborhood, which currently faces problems of abandonment
 in addition to conflicts with heavy commercial and indus-
 trial traffic flows and land uses. Nevertheless, the
 neighborhood is an example of concentrated effort on the part
 of the city to stabilize the residential community.

 In addition, a proposal was made in 1967 to create an
Old Brandywine Village Historic District in this area.³
Old Brandywine Village dates back to the Eighteenth Century
when numerous mills along the river were shipping flour to
all parts of the nation and abroad. Over thirty buildings
more than a century old are reported in the Village, some of
which predate the American Revolution. However, the historic
district recommendation was never implemented, and efforts
at preservation of the unique features of Old Brandywine
Village are increasingly threatened.

 The Sayer Brothers Laundry at Race Street is located on
the edge of the Creek over the foundation walls of the historic
Brandywine flour mills. At present the plant is a negative
visual influence. An economic feasibility study was prepared

³Wallace, McHarg, Roberts and Todd and Alan M. Voorhees and Assoc., Inc.,
A Study of Alternate Planning and Design Policies for Old Brandywine Village
(Wallace, McHarg, Robert and Todd, February 1967), pp. 34-35.



NORTH

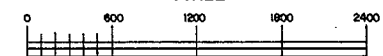
FIGURE 1
WATERFRONT THEMES
WILMINGTON
THE CHRISTINA AND BRANDYWINE

LEGEND

- MUNICIPAL BOUNDARY LINE
- STATE RIGHT OF WAY
- XXXXX MARKET STREET MALL
- Industrial Theme
- Mixed Use Theme
- Natural Area Theme
- Recreation Theme

(A) THEME SEGMENT LOCATION POINT

SCALE



PREPARED BY
WILLIAM J. COHEN AND ASSOCIATES, INC.
BASE MAP SOURCE : WILMINGTON DEPARTMENT OF PLANNING
AND DEVELOPMENT © 1975

AUGUST, 1979

in 1975 to determine the suitability of Brandywine Mills as a specialty retail center.⁴ Such a development was found to be feasible, and a recommendation was made, although never implemented, for the City of Wilmington to purchase the site and then sell the property to a suitable developer. There is, however, a current proposal under review by the City to use Brandywine Mills as a condominium/retail complex.

In recognition of both the continued public and private interest in the area and its historic significance to Wilmington, special emphasis should be placed on the potential offered by reuse of the Brandywine Mills area, and expanding outward from that point. A planned complex encompassing residential, retail and recreational uses oriented toward the water could stimulate further historic renovation efforts in Brandywine Village, as well as contribute to the City's efforts to stabilize the neighborhood and reverse the deteriorating trend.

In general, the north side of the Brandywine between the Market Street Bridge and Northeast Boulevard is described as a mixed use area. This theme reflects existing uses, the uncertain impact of the Twelfth Street extension alignment, but most important, the realization that potential exists for uses other than industrial, as attention is increasingly focused on waterfront amenities from Brandywine Park eastward along the Creek. It is recognized, however, that several viable industrial uses exist along this waterfront area includ-

⁴ Laventhol & Horwath, Economic Feasibility Study, Brandywine Mills, Wilmington, Delaware (Laventhol & Horwath, November 1975).

ing the visually unattractive Diamond Ice and Coal Company at Jessup Street and the Diamond State Salvage Company scrap yard at Fourteenth and Church Streets. Although these uses will in all likelihood continue in their present locations for the foreseeable future, their negative appearance, the industrial traffic associated with such uses, the noise generated by the scrap yard operations, and the junk currently spilling over the edge of the riverbank into the Brandywine at this site, suggest that such uses are not appropriate for this waterfront location. This is especially true in light of the visually attractive uses across the river, including the Howard Educational complex and Kirkwood Park.

Figure 1
Segment
F to G

The southern bank of the Brandywine, with the possible exception of the City Water Works Facility north of Sixteenth Street, provides overall a more visually satisfying river view due to the previously mentioned Howard Educational complex and Kirkwood Park. A mixed use theme is designated for this section of the Creek, reflecting in particular, existing complementary uses.

Figure 1
Segment
B to C
and
G to H

Industrial or heavy commercial uses dominate much of the remaining land area on both sides of the Creek as far as the southward bend in the Brandywine near the highway interchange.

An industrial theme reflects existing uses, compatible uses planned for Cherry Island, and improved access via an upgraded Twelfth Street and the I-495 Interchange. Access was improved somewhat for the Wilmington Industrial Park on the peninsula area between the Brandywine and Christina Rivers

with the construction of a road parallel to the railroad tracks connecting Fourth Street and Seventh Street. Greater transportation access could be given to all land uses near the confluence if this new roadway were intended across the Brandywine, connecting with an upgraded Rosemont Avenue and Twelfth Street, allowing ease of movement to and from the I-495 interchange on Cherry Island.

From the existing industries in the Wilmington Industrial Park south to the confluence of the Brandywine and Christina, the land areas remain essentially undeveloped on both sides of the Creek due primarily to flooding and access problems.

Figure 1
Segment
C to D

The eastern bank of the Brandywine as it extends southward has been designated a natural area. Any development efforts would be difficult for this tract of land because of a lack of adequate transportation access, as well as the flood-prone marshy character of the land. Left in its natural state, the land would also be more visually satisfying, especially if a park area were to be developed on the western bank of the Brandywine north of the Seventh Street Boatyard, on the tip of the peninsula.

The southern portion of the peninsula on the western side of the Brandywine was recommended as an Open Space Marine Recreational district in the Riverfront Study completed for Wilmington in 1977.⁵ The special zone could include marinas, open space and recreational areas plus incidental retail uses.

⁵Op.cit., p. 18.

Figure 1 A recreational theme is appropriate for this section along
Segment the Brandywine due to the fragile character of the land for
H to I development, its marshy and floodable nature, its present undeveloped character, existing recreation-commercial uses (the Seventh Street Boatyard and Fort Christina Marina) and proximity to the existing Fort Christina Park and monument located along the Christina River.

3. Christina River

The Christina River corridor extends from the city limits of Wilmington to the confluence with the Delaware River. The first permanent European settlement in Delaware was situated along the Christina River at the Fort Christina Park site when a Swedish expedition landed there in 1638. While the Brandywine Creek was historically identified by the milling industry, the Christina River merchants turned to shipbuilding, freight operations and other enterprises which could utilize the deeper, navigable channel. However, today many of the once flourishing industrial enterprises have deteriorated and have been abandoned, particularly on the northern bank of the river.

Figure 1 Following the northern bank of the Christina River westward from the confluence with the Brandywine, some marina development and open land is found as far as the national historic site, Fort Christina Park. As previously mentioned, a recreational theme is suggested for this segment of the waterfront, reflecting existing development and plans to expand and modernize the Fort Christina Marina Site. Additional consideration is proximity to Fort Christina Park, Old Swede's Church built by the early Swedish settlers in 1698, the

Andrew Hendrickson House built in 1690 and serving as the church museum-library, and the neighborhood and community effort to build a performing arts amphitheatre and park adjacent to Old Swede's Church along Church Street.

Figure 1

Segment
I to J

A mixed use description is given to the waterfront from Fort Christina Park and the Wilson Line property to the southward bend in the river west of the South Market Street Bridge. Existing uses range from unused structures and vacant land, park land, a series of industrial uses of substantial magnitude (including the old Pusey and Jones shipbuilding complex), and the Conrail/Amtrak train station at Front and French Streets, which will soon undergo renovation concomitant with the construction of a parking garage and park area. The mixed use theme recognizes the potential offered for reuse of several sections of this waterfront. However, access could be markedly improved, as described earlier, if the newly constructed road through the Wilson property connecting Fourth and Seventh Streets were extended across the Brandywine Creek to Rosemont Avenue, allowing more direct access to I-495. Provided that adequate flood proofing measures were taken, this waterfront segment offers potential for several mixed use-type redevelopment efforts.

Within this mixed use designation, (as along the Brandywine) several viable industrial uses exist and will continue in operation for many years to come. Examples of those are the Wilco Plumbing and Heating Supply Company as well as industries occupying the buildings of the old Pusey and Jones

Company shipbuilding complex. This section of the waterfront could be considered a prime area with long-range redevelopment potential.

Figure 1

Segment
J to K
and
L to M

Extending southward to the Wilmington city limits on both sides of the river, the predominant uses are industrial, and an industrial theme reflects the existing type of land development. A concrete company and a construction and building supply company are located between the Walnut and South Market Street Bridges along with an attractive office structure along the waterfront, and a well-landscaped industrial office use is found east of the Walnut Street Bridge. Extending eastward, industrial uses predominate, including a large array of oil storage tanks. Also found are underdeveloped land areas subject to flooding.

It should be pointed out that many of the waterfront industrial uses provide a visually negative appearance, which in some cases would require extensive shielding, buffering and landscaping. The recommendation made in the Riverfront Study for a twenty-foot buffer greenway strip along the water's edge should be implemented wherever possible to improve the visual quality of the industrial areas fronting on the river. In addition, the existing trees and other substantial vegetation types should be retained when new industrial development or expansion takes place, especially along the waterfront across from the Christina and Brandywine confluence.

The final stretch of the Christina River east of the interstate right-of-way is utilized by open storage yards and

industrial facilities related to the Port of Wilmington. The industrial theme for this entire waterfront (Segment L to M) is a reflection of the existing land uses, their compatibility, and the excellent transportation access provided by roads, water and rail.

NEWPORT

Background

Newport is located along the navigable Christina River southwest of Wilmington. In the early nineteenth century, Newport reached a point of prosperity which was lost in later years, due primarily to various transportation developments which failed to benefit the town.

Initially, the town had a competitive locational advantage because farm products were more easily shipped from Newport along the Christina River, than by land to Philadelphia. However, early in the nineteenth century a new turnpike was constructed in Delaware with a branch to Newport as well as a branch to Wilmington (the Lancaster Pike). A choice of ports was therefore offered to the grain farmers, with Wilmington being favored. This and several other events, including the opening of the Chesapeake and Delaware Canal in 1829, led to a decline in Newport's once prosperous condition. In 1837, the main line of the Pennsylvania Railroad passed through Newport near the waterfront but had very little impact on the town's commercial position.⁶

The most recent transportation development to impact Newport was the above-grade location of the Route 141 right-of-way from the I-95 interchange, across the Christina River, and through the Central Business District of the town. The

⁶New Castle County Regional Planning Commission, Historical Development (New Castle County Regional Planning Commission, April 1966), pp. 60-61.

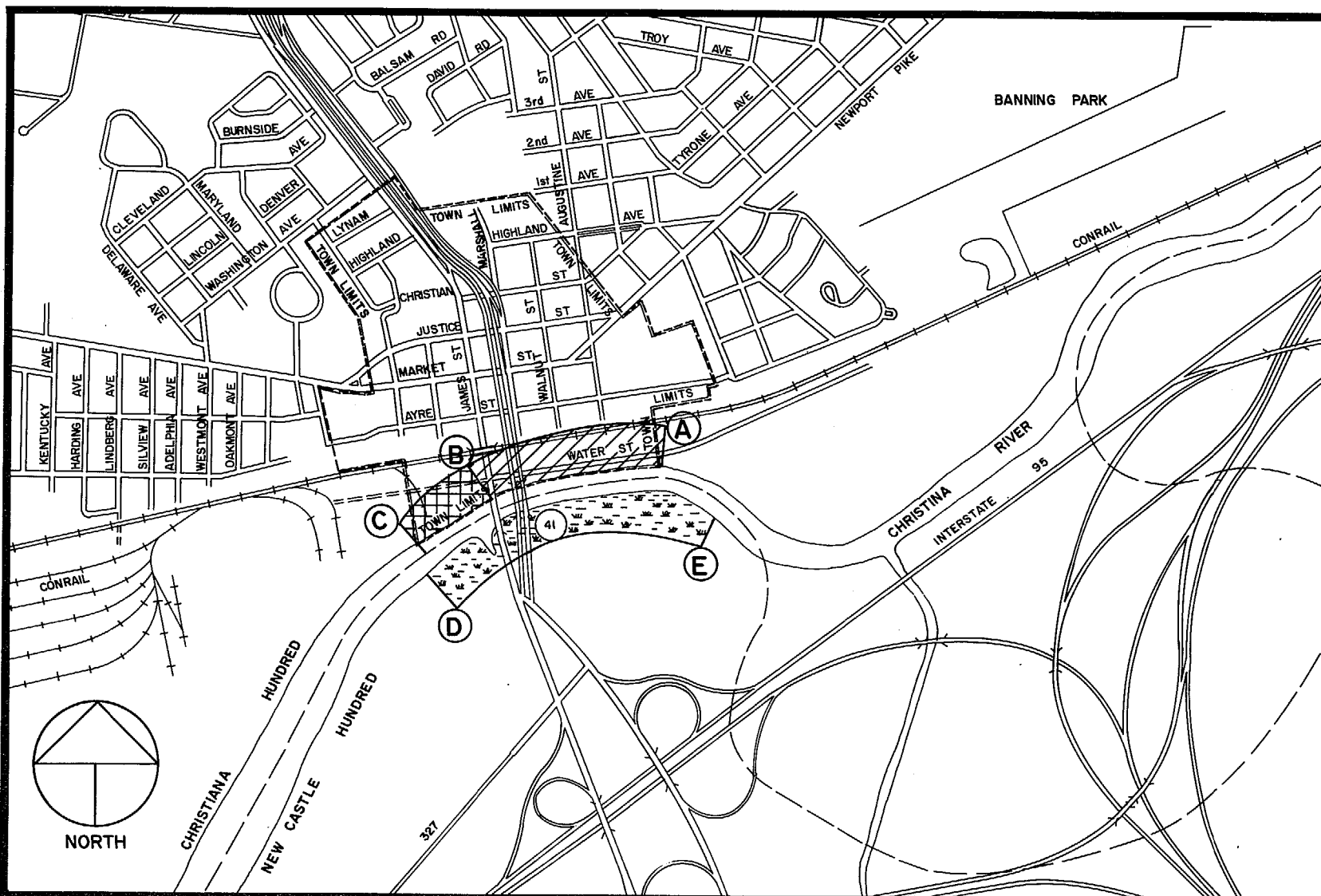

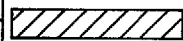
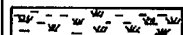


FIGURE 2
**WATERFRONT THEMES
 NEWPORT**

PREPARED BY
 WILLIAM J. COHEN AND ASSOCIATES, INC.
 AUGUST, 1979

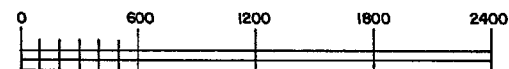
BASE MAP SOURCE: NEW CASTLE COUNTY
 DEPARTMENT OF PLANNING

LEGEND

-  INDUSTRIAL THEME
-  MIXED USE THEME
-  NATURAL AREA THEME

 THEME SEGMENT LOCATION POINT

SCALE



roadway is carried on a viaduct structure running northward parallel to James Street to north of Justis Street, where it curves to the west and dips down to grade level. A report commissioned by the Delaware State Highway Department suggested various uses for the land under the highway structure including the waterfront properties.⁷ The two concepts involved parking under the viaduct or a series of structures intended for commercial occupancy. The land along the Christina River bank was recommended for re-zoning as a conservation area.

In recent years the New Castle County Department of Planning has been evaluating the advantages and disadvantages of various uses for blocks of land under the Newport viaduct. Some of the uses have already been decided, such as parking for the DuPont Company north of Water Street and parking for Wilmington Trust Company north of Justis Street, but implementation efforts to bring about other development types have not been successful to date.

Existing Patterns and Themes

Figure 2 The properties east of James Street to the eastern edge
Segment of the viaduct between Water Street and the railroad are used
A to B as parking areas for DuPont Company employees. A vacant parcel of land in the floodplain is bounded by James Street, Water Street, the western edge of the viaduct and the Christina River. The property is currently owned by Delmarva Power and Light Company. An adjacent .7-acre parcel under the viaduct from Water Street to the river has been suggested as a possible working marina-boat storage area, by the New Castle County Department of Planning. However, seven imposing concrete columns cut across the property which would interfere

⁷Gannett, Fleming, Corddry and Carpenter, Inc. and Harbeson, Hough, Livingston and Larson, Opportunity Concepts, N.D.

with any type of proposed development. The flood-prone condition of the site is another important consideration.

East of the viaduct between the railroad tracks and the Christina River are several mobile homes, a small industry, (the MacDonald Safety Equipment Company) and the larger DuPont Willow Bank Plant. The County's Lower Christina Planning District Plan has planned the area between Water Street and the railroad for industrial use, and the flood-prone area south of Water Street as a resource protection area.

A mixed use theme is nevertheless suggested for this section of Newport's waterfront, from James Street east to the town limits. Although a significant portion of the area is utilized by the DuPont Willow Bank Plant (including parking areas and a well landscaped waterfront), some vacant parcels exist, and other uses may have potential for redevelopment in the future near the viaduct. A mixed use theme suggests the possibility of some use other than strictly industrial.

Figure 2

Segment
B to C

Southwest of Newport, and into the town as far as James Street is the DuPont Pigments Plant located between the railroad and the waterfront. An industrial theme reflects this existing use.

Figure 2

Segment
D to E

Across the river from Newport is undeveloped marshland crisscrossed by an extensive highway interchange network. A natural area theme describes this waterfront section, with the recognition that potential may exist for recreational use in the future.

NEW CASTLE

Background

New Castle, founded in 1651, was one of the earliest settlements in Delaware. It was settled prior to Philadelphia and Baltimore, and in its early stages surpassed development in Wilmington. However, New Castle lacked port facilities and water power which enabled the other towns to grow and become major waterfront cities.

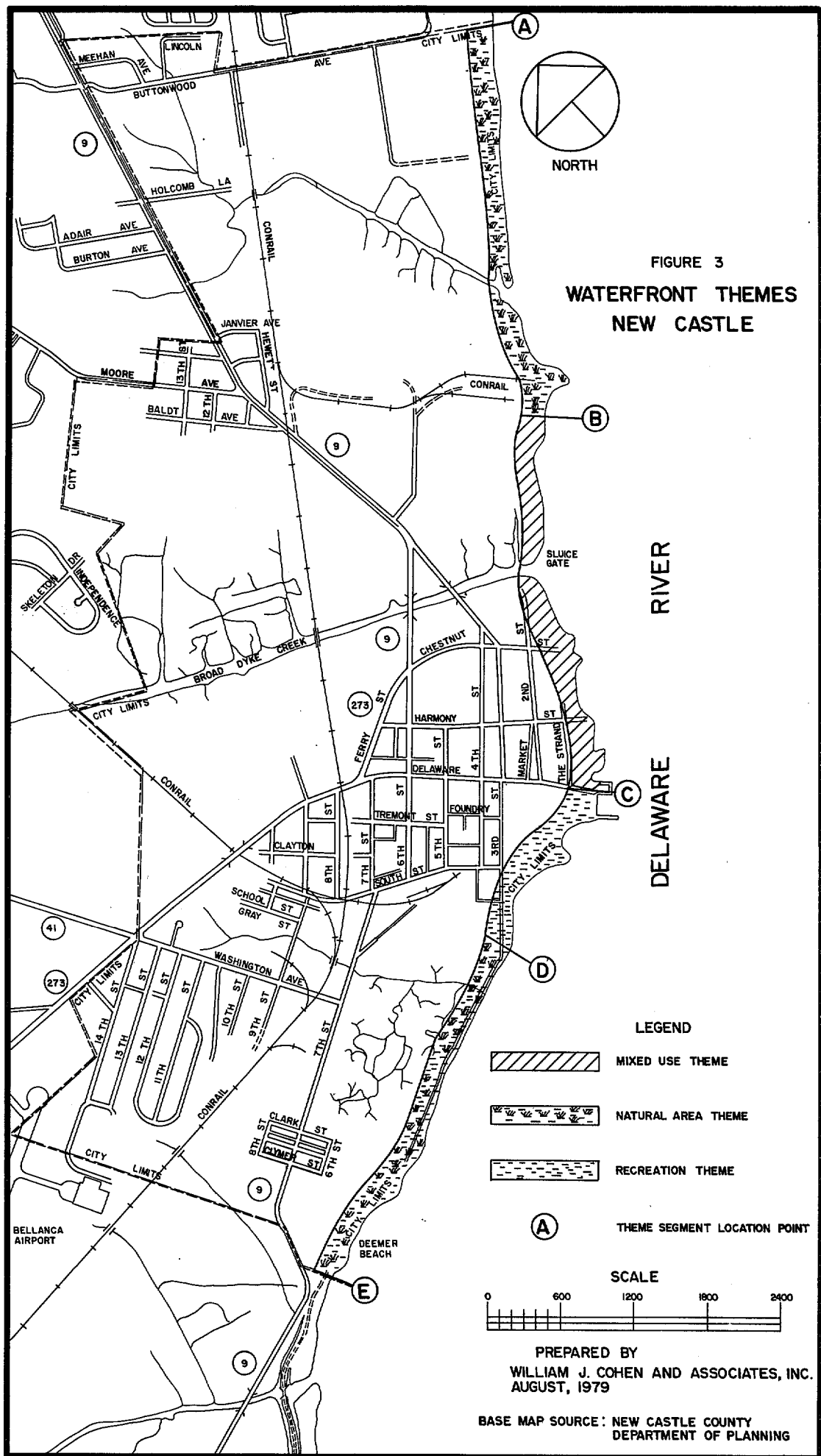
Nevertheless, at various points in its history, New Castle served as the colonial capital of Pennsylvania's "Three Lower Counties", the Delaware State Capital under the new republic, the New Castle County seat, and the location of the Federal District Court. Today, New Castle has a special character and charm which is unique, due to preservation of so much of its historic past, not merely as a museum but rather as a living community.

Existing Patterns and Themes

For the purpose of this discussion, the City of New Castle's waterfront has been divided into four segments: the northern waterfront, the central waterfront, Battery Park, and the southern waterfront.

Figure 3. The northern waterfront, from the city limits at Buttonwood Avenue to the existing industries adjacent to the railroad spur, is characterized primarily by large sections of undeveloped land and tidal marsh, with some industrial uses located along the rail spurs. A large central portion along the tidal channel just north of the existing industries is not suitable for development and was re-zoned by the City in 1978 from industrial to open space and recreation uses. This

Segment
A to B



new zoning classification reflects the flood elevations for a 100-year storm coincident with a 100-year tide (with dike and floodgate improvements) as shown on the "Preliminary Flood Relief Study, Broad Dyke and Buttonwood" discussed in the Background Information report of this project.

A natural area theme for the northern waterfront reflects the fact that significant portions of the waterfront land area are not suitable for development due to their wet and marshy character and should remain essentially in an undeveloped state. Recreation potential along the waterfront does exist nevertheless, in this segment. The land north of the City of New Castle along the Delaware River has been planned as a resource protection area in the New Castle - Upper Christina Planning District Plan, 1985, prepared by the New Castle County Department of Planning. The natural area theme therefore, complements the uses planned for the county land north of the City. It is recognized, however, that existing industries are located along the railroad spur and that some industry is planned along the northern boundary of the City. The natural area theme does not suggest that this type of land use should be prohibited further inland where soil conditions may be more favorable for construction purposes.

Figure 3
Segment
B to C

The central waterfront area from the Conrail spur to the northern limits of Battery Park includes undeveloped land north of the Broad Dyke Creek sluice gate as well as the older built-up portions of the City. The majority of New Castle's historic buildings are located in the old town area, generally

bounded by the river, Battery Park, South Street, Fourth Street and Chestnut Street. A mixed use theme is used to describe the central waterfront area reflecting a mix of existing as well as planned uses.

Figure 3

Segment
C to D

Battery Park, a beautiful waterfront park offering both active and passive recreational opportunities, is located south of the old town area along the Delaware River. The recreation theme describes the Battery Park segment.

Figure 3

Segment
D to E

The southern waterfront from Battery Park to the southern city limits is similar to the northern waterfront in that not much development has taken place to date. Most of the land along the river is poorly drained tidal marsh subject to flooding. The City of New Castle recognized the desirability of retaining the major portion of the land area in its essentially natural, undeveloped state by rezoning several large sections in 1978 from residential and heavy commercial uses to open space and recreation zoning designations. A natural area theme is used to describe the southern waterfront, keeping in mind that portions of the area may be suitable for various types of recreation uses.

DELAWARE CITY

Background

Present day, quiet Delaware City was once a thriving community at the eastern terminus of the Chesapeake and Delaware Canal. The town was founded in 1826, three years before the canal was opened, and its commerce and prosperity were closely tied to the activity of the canal. Fort Delaware on Pea Patch Island, with its garrison of 300 soldiers during the Civil War, aided the town's economy, as did Fort DuPont, built just outside the city limits in 1898.

In 1919 the federal government purchased the canal from its private owners and moved the eastern entrance two miles south of Delaware City to Reedy Point. The new canal entrance was completed in 1927, but the town did not benefit from this since boats passed through the canal without stopping. The Fort Delaware site on Pea Patch Island was eventually abandoned and is now used as a state park, administered by the Delaware Division of Parks and Recreation. Fort DuPont was declared surplus in the mid 1940's and the land was turned over to the State of Delaware for the Governor Bacon Health Center, a state-owned mental hygiene clinic south of Delaware City.

Delaware City remains today a picturesque semi-colonial village, with progress by-passing the town through most of its history. Nevertheless, many of the business structures of the Civil War period and earlier remain in good or presentable condition. The establishment thirty years ago of the Fort Delaware Society, dedicated to the preservation of the old fort on nearby Pea Patch Island, the recent expenditure of state money for beautifying Battery Park along the river, and the development of the old canal entrance marina all have helped encourage a rejuvenation of Delaware City as a tourist attraction.

Existing Patterns and Themes

Figure 4 Located northwest of Delaware City is the extensive
Segment Getty Oil Company complex. However, most of the Getty pro-
A to B perty along the waterfront is severely limited for all types
 of construction because of poor soil conditions (floodplain
 and marshland). Nevertheless, the bulk transfer docks for the
 oil company extend into the Delaware River north of Delaware
 City's Battery Park, and the industrial theme for this seg-
 ment of the waterfront reflects this existing land use.

 The land use plan for Delaware City recommends, in general,
an increase in residential use, promotion of commercial-
recreational usage, and maintenance of significant portions of
marginal land as open space. Industrial development is not
encouraged. More specifically, the land area north of the
center of town is designated in the Comprehensive Plan as
open space to act as a buffer between the town and the devel-
oped sections of the Getty Oil Company. Although an industrial
theme describes the northern segment of the Delaware City
waterfront, this does not preclude preserving inland fragile
areas in their natural state.

Figure 4 At Clinton Street on the waterfront is the recently
Segment improved, pedestrian-oriented Battery Park. Docking facil-
B to C ities for tour boats going to Fort Delaware on Pea Patch
 Island are located on the old canal side of the park. A
 recreation theme describes this segment of the waterfront.

Figure 4

Segment
C to D

In addition to proposed tourist-oriented commercial uses along the northeastern end of Clinton Street, Delaware City's land use plan proposes some commercial additions for the area along the old canal waterfront from Clinton Street to Fifth Street, with the area designated to be developed as a high quality residential-commercial recreation area. Currently, residences and vacant lots occupy the canal waterfront properties in addition to a marina. A mixed use theme for the old canal waterfront reflects existing uses as well as the recommendation made in the land use plan.

The Federal Government property which is located south of Delaware City's Fifth Street has severe limitations for most types of development. The Army Corps of Engineers' study for the Chesapeake and Delaware Canal nevertheless recommends the future development of a day-use community park, rifle and skeet ranges, and a public marina on the branch channel south of the Fifth Street Bridge.⁸ The rifle and skeet range proposal may be unrealistic due to New Castle County Council's recent approval (July 4, 1979) of construction of a hunter safety facility on 65 acres of the County's Ommelanden riverfront park located north of Delaware City on the Delaware River. Regardless, most recreational proposals for the old canal waterfront south of Delaware City would be complementary to planned and newly developing uses within the city limits along the canal.

⁸Army Corps of Engineers, Chesapeake and Delaware Design Memorandum No. 28 (Department of the Army, Philadelphia District, September 1977), p. 2-13.

CONCLUSION

The preceding review of existing land use patterns and relationships, recently completed studies of the Delaware urban waterfronts, and theme development suggest that certain segments along the urban waterfront have more potential for redevelopment effort than others. This may be a result of past and present community interest in a segment of the waterfront, public commitment to an area as expressed through official programs directed to the area, studies undertaken, or infrastructure improvements made, as well as the presence of vacant or deteriorating sites along a particular waterfront. The Delaware Urban Waterfront Project therefore will focus on those sections of the urban waterfront which offer the greatest potential for redevelopment in the near future.

Within the City of Wilmington, the focus will be along two segments of the waterfront, the Brandywine Mills section (Figure 1, Segment A to B), and the area at the confluence of the Brandywine and Christina River, in particular, Segment H to I, including the vacated Wilson Line property. Community groups have shown interest in both of these waterfront areas. Old Brandywine Village, Inc. was responsible for initiating a study of alternative planning and design policies for the Old Brandywine Village area. Also, as previously discussed, the City of Wilmington has demonstrated its commitment in helping to revitalize the Price's Run neighborhood/Brandywine Mills area through low interest loans to homeowners, the Homestead Program, the Gift Property Program and other efforts. Several recent studies have examined the area or portions of the area, and these have recognized the potential offered for waterfront improvements and redevelopment.

Community interest has also been shown for the confluence area, especially by Cityside Inc., a four hundred-member civic group in Wilmington. Cityside yearly sponsors a "Maritime Days" weekend of sailboat racing at the confluence,

and is interested in efforts to upgrade and improve the area. A new road connecting Fourth Street and Seventh Street was recently completed through the Wilson Line property, increasing accessibility to the peninsula at the confluence. In addition, a neighborhood and community effort is currently being undertaken to build a performing arts amphitheatre and park adjacent to historic Old Swedes Church near the Wilson property and Fort Christina Park. The recent Riverfront Study for Wilmington recognized the potential of the area for recreational and associated uses. The current project will therefore concentrate on these two waterfront areas in Wilmington (the Brandywine Mills segment and the area near the confluence along the Christina River). However, these areas of focus will not preclude the inclusion of other sites which meet certain site selection criteria as will be discussed in Chapter 2.

Within the Town of Newport and the City of New Castle, emphasis will be on the mixed use sections of the respective waterfronts (Figure 2, Segment A to B, and Figure 3, Segment B to C). Within Delaware City, the recreation area at the tip of Clinton Street will be emphasized (Figure 4, Segment B to C). Each of the three sections have been the focus of studies done recently, as discussed in the Background Information report of this project. Two communities have experienced recent large-scale changes or development efforts in these areas, i.e., Newport, with the construction of the highway viaduct across the Christina River; and Delaware City, with the completion of the pedestrian-oriented waterfront park on Clinton Street. All three segments appear to have greater potential for redevelopment efforts on a short-term basis than other sections along the communities' waterfronts. The current project will therefore concentrate on the possibilities existing at these three locations.

CHAPTER 2

FEASIBILITY ANALYSIS: IMPACT ASSESSMENT

INTRODUCTION

A determination of the redevelopment potential for waterfront uses is dependent on several elements. This chapter will accomplish two objectives: first, the establishment of site selection criteria, as a practically oriented approach to listing sites with redevelopment potential; and second, the identification of sites that meet the selection criteria. These sites will then be subject to an impact assessment which will identify priority sites for redevelopment.

SITE SELECTION CRITERIA

Since the overall thrust of the Delaware Urban Waterfront project is to identify sites with redevelopment potential for the immediate implementation of a specific project (or several projects), it was determined by the Consultant that only a workable set of selection criteria that could achieve this end should be used. As a result, the following set of site selection criteria were developed:

1. The site must be located on the waterfront.
2. The site must contain vacant land. This is important since redevelopment can take the form of either utilizing existing structures - which may require expansion room; or the construction of new structures. Moreover, any site must be able to support a combination of improvements such as parking facilities, landscaped and buffer areas, public access points and walkways.
3. If the site contains buildings they must be vacant. One of the key goals in redeveloping the waterfront is to provide new opportunities to improve the economic tax base, provide new job

possibilities, as well as to eliminate neighborhood and visual blighting influences. Therefore, an emphasis on existing vacant (or underutilized) buildings can provide a renewed focus of activity and economic development which would not be realizable with already occupied buildings. Moreover, vacant or deteriorating buildings with historic association or architectural merit can reclaim the cultural history of the City.

4. The site must currently be on the market for sale or owned by a public or quasi-public entity or nonprofit organization. In this manner, only sites that have a "willing" seller would be considered, and this would eliminate the time-consuming process of negotiations with an unwilling or hesitant property owner. In addition, if a site is owned by a public, quasi-public or nonprofit group, it is assumed that redevelopment could take place without unusual delay.

IDENTIFICATION OF SITES

In order for sites with redevelopment potential to be identified, a field survey was conducted in each of the communities. The general method employed was through a visual survey to determine which sites meet all four site selection criteria. This was concluded to be the most expeditious means to both determine feasibility, as well as draw a list of areas that could then be evaluated against a series of impact factors in order to arrive at a priority list of sites. After the field inspection, further research was undertaken to clarify certain findings (e.g., to confirm ownership status, acreage, etc.).

Wilmington Sites

A total of twelve sites have been identified in the City of Wilmington as described in Table 1 and located on Figure 5. As indicated in Chapter 1, these sites are concentrated primarily on two segments within the City's urban waterfront: the Brandywine Mills section of the Brandywine Creek (Segment A to B in Figure 1); and the confluence of the Brandywine Creek and Christina River (in particular, Segment H to I in Figure 1).

Newport Sites

For the Town of Newport, two sites have been identified and are described in Table 2. Figure 6 provides each site's location.

New Castle Sites

A total of four sites have been identified in New Castle, which are described in Table 3 and located on Figure 7.

Delaware City Sites

There are two sites that have been identified for Delaware City. These sites are described in Table 4 and located on Figure 8.

TABLE 1

WILMINGTON SITES: DESCRIPTION

Figure 5
Site No.

Property Name

Location

Ownership

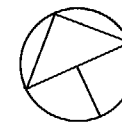
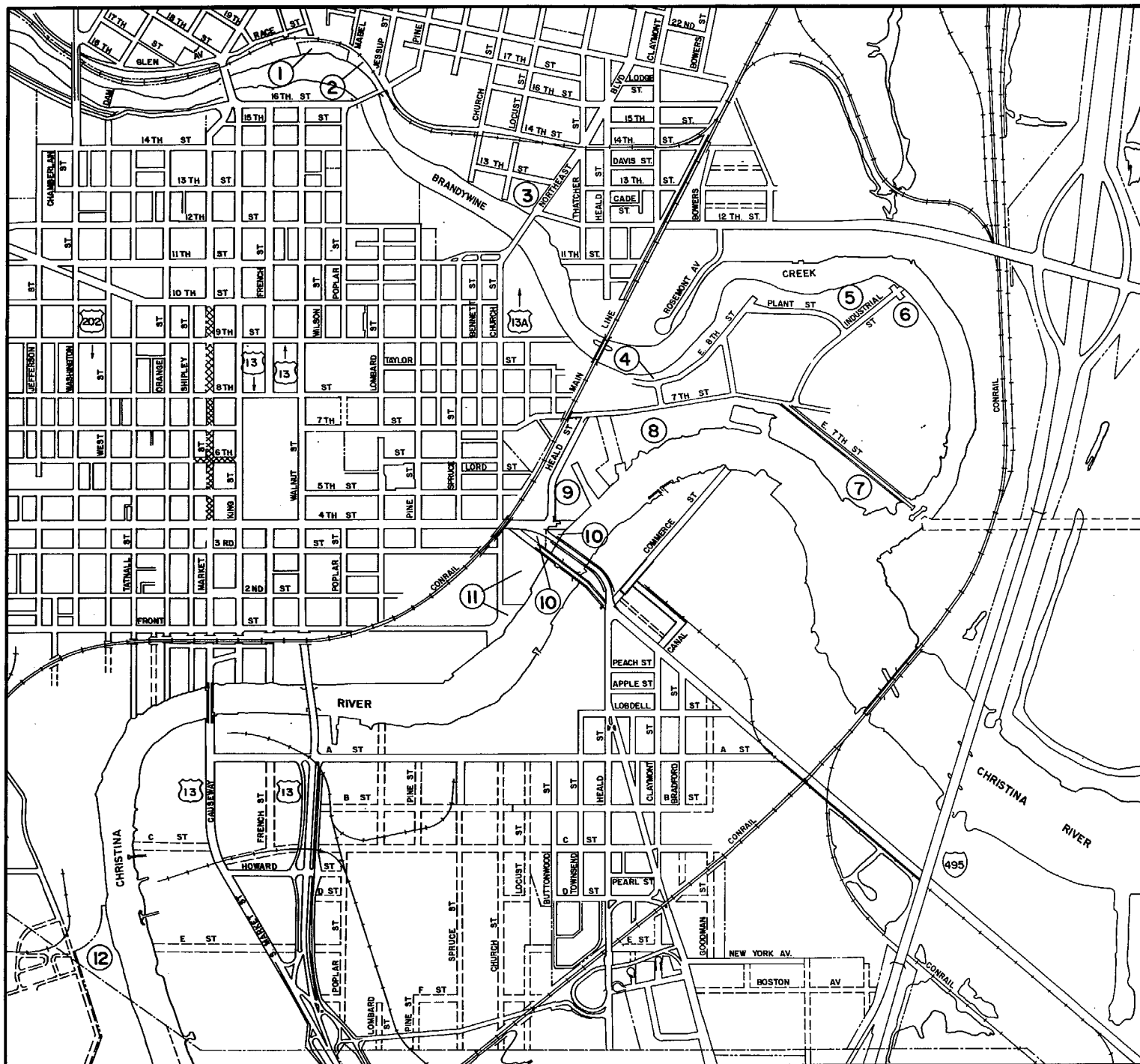
Acreage

No. of Structures

Land
Use/Status

| | | | | | | |
|----|---|---------------------------------|-------------------|-------|---|-------------------------------------|
| 1 | Buena Vista Park | 90 Race Street | other (nonprofit) | 0.32 | 0 | Recreation open space |
| 2 | Slocumb Industries | 1601 Jessup Street | private | 0.15 | 1 (10,000 sq. ft.) | Office/warehouse |
| 3 | City Lot | 1201 Northeast Blvd. | public | 2.71 | 0 | Parking/storage |
| 4 | First State Enterprise (Parcel 11) | 1101 East 8th Street | private | 1.51 | 1 (15,000 sq. ft.) | Vacant warehouse |
| 5 | First State Enterprise (Parcel A) | Plant Street/ Industrial St. | private | 7.24 | 0 | Vacant open space |
| 6 | Smith | Industrial St. | private | 3.20 | 0 | Vacant open space |
| 7 | Regatta Site | 1180 East 7th Street | public | 6.80 | 0 | Vacant open space |
| 8 | First State Enterprise (Parcels 2 and 2A) | 1120 East 7th Street | private | 4.95 | 0 | Vacant open space |
| 9 | Wilson | 909 East 4th Street | private | 7.38 | 1 (15,800 sq. ft.) misc. structures (11,482 sq. ft.) | Vacant industrial |
| 10 | 3rd Street Bridge Lands | East 4th Street | public | 0.80 | 1 (bridge) | Transportation bridge/open space |
| 11 | Christina Park | 100 North Church Street | public | 11.19 | 0 | Recreation open space |
| 12 | Industrial Realty Site | 780 South Madison Street | private | 3.93 | 5 (33,700 sq. ft.) | Industrial |

Source: Assessment Division, New Castle County, Delaware



NORTH

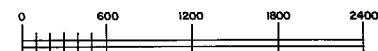
FIGURE 5
WATERFRONT REDEVELOPMENT
SITE LOCATIONS
WILMINGTON

LEGEND

- MUNICIPAL BOUNDARY LINE
- - - STATE RIGHT OF WAY
- ▨ MARKET STREET MALL

① SITE LOCATION

SCALE



PREPARED BY
WILLIAM J. COHEN AND ASSOCIATES, INC.
AUGUST, 1979

BASE MAP SOURCE: WILMINGTON DEPARTMENT OF
PLANNING AND DEVELOPMENT
© 1975

TABLE 2

NEWPORT SITES: DESCRIPTION

Figure 6
Site No.

| Site No. | Property Name | Location | Ownership | Acreage | No. of Structures | Land Use/Status |
|----------|------------------------|--------------|-----------------|---------|-----------------------|-------------------------------------|
| 13 | Route 41 Viaduct Lands | Water Street | public | 0.50 | 1 (bridge viaduct) | Transportation bridge/open space |
| 14 | Delmarva Power | Water Street | other (utility) | 0.20 | 0 | Vacant open space |

Source: Assessment Division, New Castle County, Delaware

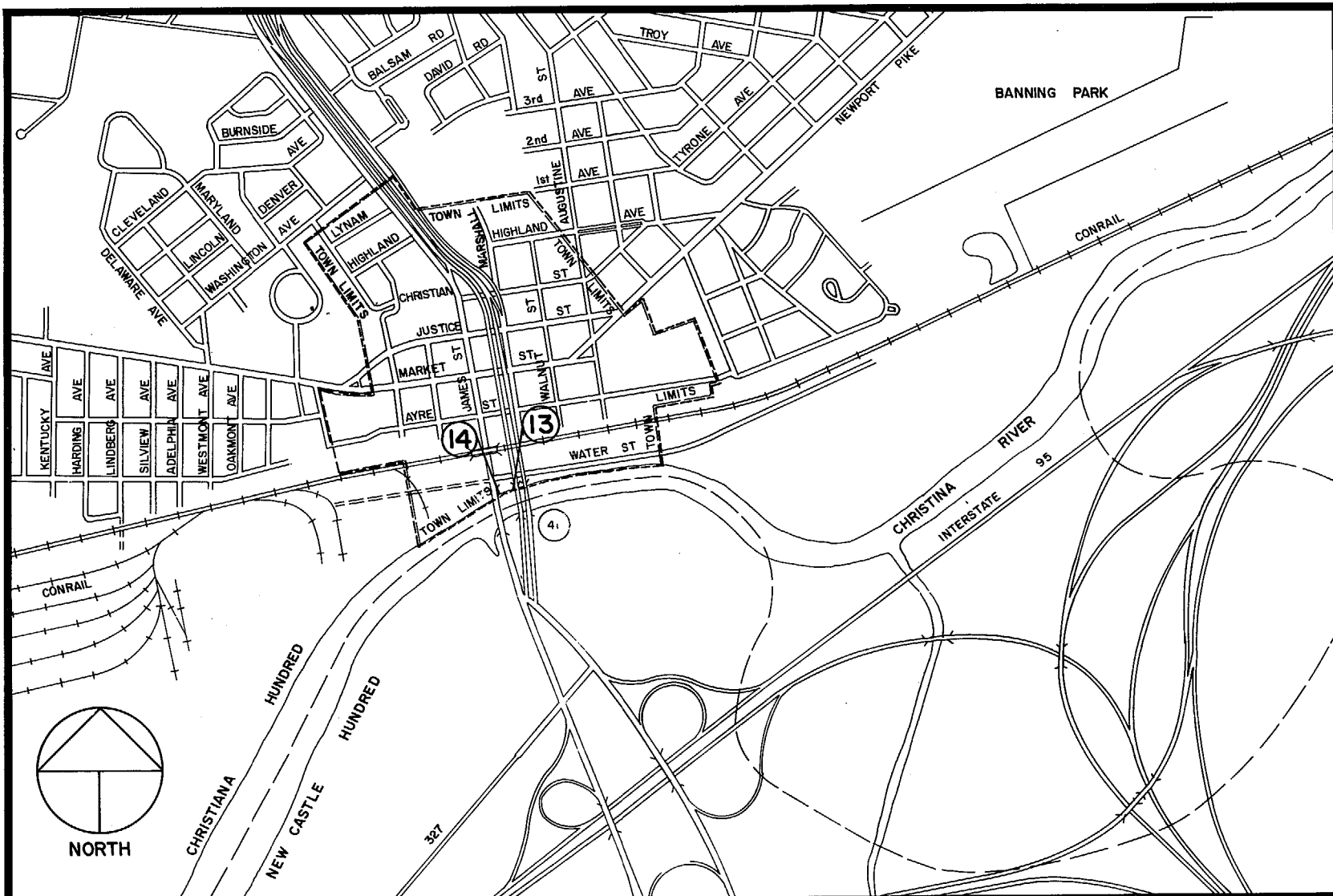
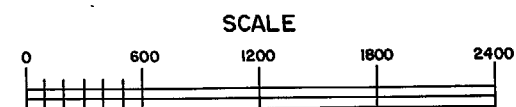


FIGURE 6

WATERFRONT REDEVELOPMENT SITE LOCATIONS NEWPORT

LEGEND
(13) SITE LOCATION



PREPARED BY
 WILLIAM J. COHEN AND ASSOCIATES, INC.
 AUGUST, 1979

BASE MAP SOURCE : NEW CASTLE COUNTY
 DEPARTMENT OF PLANNING

TABLE 3

NEW CASTLE SITES: DESCRIPTION

Figure 7
Site No.

Property Name

Location

Ownership

Acreage

No. of Structures

Land
Use/Status

| | | | | | | |
|----|----------------------------|---|---------------|--------|---|--------------------------|
| 15 | Potters Field | North of Chestnut Street/ Delaware River | public | 7.01 | 0 | Vacant open space |
| 16 | Chestnut Street Wharf | Chestnut Street/Delaware River | other (trust) | 1.86 | 0 | Vacant open space |
| 17 | Foot of Delaware Street | Delaware Street/Delaware River | public | 0.36 | 1 | Parking/open space |
| 18 | Fire Company Ramp | 3rd Street/Delaware River | public | 18.24* | 0 | Recreation open space |

* The ramp is located at the southern tip of Battery Park, which covers 18.24 acres.

Source: William J. Cohen and Associates, Inc.

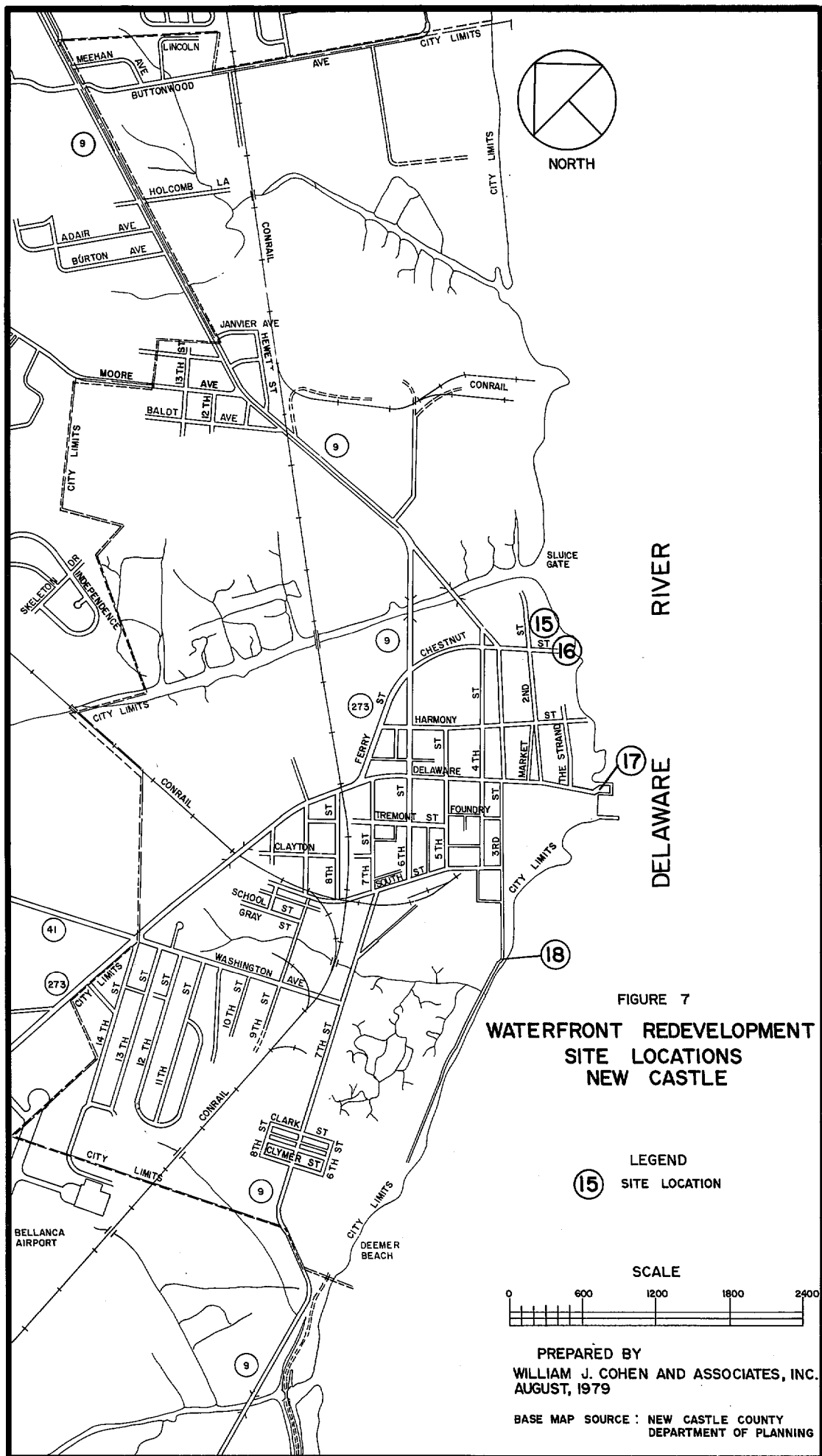


TABLE 4

DELAWARE CITY SITES: DESCRIPTION

Figure 8
Site No.

Property Name

Location

Ownership

Acreage

No. of Structures

Land
Use/Status

| | | | | | | |
|----|---------------------------|---|--------|------|----------------|--------------------------|
| 19 | Battery Park | Harbor Street (foot of Clinton Street) | public | 0.84 | 0 | Recreation open space |
| 20 | Delaware City High School | 5th Street/Canal Street | public | 6.38 | 1 (primary) | Education open space |

Source: Assessment Division, New Castle County, Delaware

IMPACT ASSESSMENT

Introduction

In order to have a usable procedure to evaluate each of the twenty potential redevelopment sites, an impact assessment technique has been developed encompassing a series of "impact factors" to judge social, economic and environmental impact. Moreover, the impact assessment is intended to achieve two purposes:

First, to serve as a guide to both feasibility and impact of a site for redevelopment.

Second, to establish a means by which to prioritize all sites, from which a recommendation can be made for a redevelopment project.

The impact factors discussed below have taken into consideration the overall emphasis of the Urban Waterfront Project: to implement a redevelopment project (or projects) that can most beneficially improve a community's waterfront.

Impact Factors

A total of seven impact factors have been used to focus on each site relative to social, economic and environmental elements as follows:

1. Social Impact is evaluated relative to the cultural and historical significance of the site and its relative importance to the community. Public access must be available since any development on the site should be able to allow people "reasonable" convenience to get to the site. An expressed community, public, or other interest in support of redevelopment of the site relies on the result of the initial assessment interviews that are discussed in Chapter 3 and found in Appendix 2.

2. Economic Impact is analyzed in view of whether or not there are buildings with adaptive re-use potential on the site. Although existing buildings are not a prerequisite for redevelopment, existing vacant structures do provide an unused potential resource that can be instrumental for waterfront improvement. Another economic factor presented is whether or not redevelopment of the site could encourage redevelopment of adjacent areas and/or increase possibilities for private investment in the area. In this regard (which is judgemental at this time), nearby areas that may be vacant, not located specifically on the waterfront, or may be on the market for sale, could, more likely than not, become of interest for redevelopment.
3. Environmental Impact is reviewed in light of a site's potential to enhance the waterfront and improve general neighborhood appearance. For example, if a site is being used as a "public area" and there are no evidences of surrounding property deterioration, redevelopment of a potential site would not appreciably enhance the waterfront (or general neighborhood). If, on the other hand, a waterfront location for potential redevelopment is surrounded by physical deterioration, an obvious enhancement value could be achieved through redevelopment.

Impact Analysis

The basic method in performing the impact analysis is qualitative and relatively straight forward. Each site was noted "high" or "low" for each of the seven impact factors (see Appendix 1). An overall "high" impact was deter-

mined if a site received at least four "high" ratings including any combination of social, economic, or environmental factors, otherwise the site was rated with a "low" impact.

All sites identified in Tables 1, 2, 3 and 4 and located on Figures 5, 6, 7 and 8 have been evaluated in light of the impact factors discussed above. Appendix 1 provides the individual assessment for all twenty sites. Table 5 shows the results of the impact assessment for each site.

Priority List of Sites

Following from the impact assessment those sites with the highest impact relative to redevelopment potential can be listed in three groups of priority:

- | | |
|--------------------|---|
| 1. First Priority | Wilson Property (Wilmington) |
| 2. Second Priority | Battery Park (Delaware City) Chestnut Street Wharf (New Castle) |
| 3. Third Priority | Regatta Site (Wilmington) First State #2 and 2A (Wilmington) Buena Vista (Wilmington) |

TABLE 5
SITE IMPACT ASSESSMENT

| Location | Site Name | "High" Factors | Impact Assessment | |
|---------------------------|------------------------|----------------|-------------------|-----|
| | | | High | Low |
| Wilmington Figure 5 | | | | |
| 1 | Buena Vista Park | 4 | X | |
| 2 | Slocomb Industries | 1 | | X |
| 3 | City Lot | 3 | | X |
| 4 | First State #11 | 1 | | X |
| 5 | First State #A | 0 | | X |
| 6 | Smith | 0 | | X |
| 7 | Regatta Site | 4 | X | |
| 8 | First State 2 & 2A | 4 | X | |
| 9 | Wilson | 7 | X | |
| 10 | 3rd Street Bridge | 1 | | X |
| 11 | Christina Park | 1 | | X |
| 12 | Industrial Realty Site | 3 | | X |
| Newport Figure 6 | | | | |
| 13 | Route 41 Viaduct | 2 | | X |
| 14 | Delmarva | 2 | | X |
| New Castle Figure 7 | | | | |
| 15 | Potters Field | 3 | | X |
| 16 | Chestnut Street Wharf | 5 | X | |
| 17 | Delaware Street | 2 | | X |
| 18 | Fire Company Ramp | 0 | | X |
| Delaware City Figure 8 | | | | |
| 19 | Battery Park | 5 | X | |
| 20 | School Property | 1 | | X |

Source: William J. Cohen and Associates, Inc.

Conclusion

A practical approach has been emphasized in evaluating the twenty selected sites relative to their impact for redevelopment. It is obvious that the impact of redevelopment can contain many variables, however, the method undertaken in this project has been especially oriented to selecting a site (or sites) that could support a particular level of redevelopment.

The relationship between sites that would have a high impact, and potential projects will be more thoroughly discussed in Chapter 3.

CHAPTER 3

INITIAL ASSESSMENT: REDEVELOPMENT PROJECTS

INITIAL ASSESSMENT

Introduction

Shortly after the start of the project, the Consultant began an initial assessment that was intended to serve as an understanding of the types and kinds of projects that could be included in waterfront redevelopment activities. This work effort involved making contacts and conducting interviews with various local officials, planners, administrators and interest group representatives in order to ascertain general or specific waterfront redevelopment potentialities.

During the process, a total of twenty-six individuals were interviewed. (Appendix 2 presents the findings of the initial assessment.) For each community, the persons interviewed are listed, followed by expressed "waterfront concerns and needs" and "potential waterfront projects". A summary of the findings is discussed below.

Wilmington

1. Concerns and Needs

Fourteen individuals interviewed expressed a variety of concerns and needs, with a particular emphasis on encouraging the location of cultural and business activities that relate to the waterfront, and the provision of recreational opportunities for the community. The waterfront area receiving the greatest attention is the vicinity of East 7th Street, including the confluence of the Brandywine and Christina.

2. Potential Waterfront Projects

Table 6 provides a categorization of the general types of projects that have been mentioned as potential redevelopment activities. In Wilmington, the

overwhelming number of responses suggested culturally-oriented projects which can include the following:

- an arts and crafts center
- theater
- historic village or enclave
- art gallery
- historic restoration (for adaptive re-use)
- a center for history and culture

Newport

1. Concerns and Needs

The vast marsh lands and undeveloped areas surrounding Newport on both banks of the Christina received the most emphasis from the four people interviewed (see Appendix 2).

2. Potential Waterfront Projects

Only three potential projects were suggested, which emphasized recreation, a small marina, and canoeing (see Table 6).

New Castle

1. Concerns and Needs

The most distinguishing characteristic about New Castle is its historic charm, and this should be maintained, according to the four individuals interviewed. Change comes slowly to New Castle, and as a result, a large scale project might have little chance at success. Yet something could happen - particularly near Chestnut Street. (See Appendix 2.)

2. Potential Waterfront Projects

Eight projects were suggested which included cultural activities (such as locating an historic vessel on the waterfront); commercial (a new restaurant); and recreation uses (such as a launching ramp, bike paths and land acquisition). (See Table 6.)

Delaware City

1. Concerns and Needs

Two major concerns face Delaware City according to the four people interviewed: one is the problem of flooding, and the other is providing facilities that could encourage tourist activity. Since several recent improvements made to the Delaware City waterfront by the State have improved storm drainage and enhanced the community for visitors, it is felt that this type of effort could be expanded.

2. Potential Waterfront Projects

The use of existing structures - either on Clinton Street or moved in from other locations - was suggested for residential, commercial and cultural uses. In conjunction with re-use possibilities, storm drainage and flooding situations should be improved, especially near Washington Street. (See Table 6.)

TABLE 6

POTENTIAL WATERFRONT PROJECTS - INITIAL ASSESSMENT

| | Project Classification | | | | | | | |
|-----------------|------------------------|-------------|---------------------------------|------------|-----------------------|--|-------------------------------------|------------------------------|
| | Community | Residential | Commercial (marine oriented) | Industrial | Recreation (parks) | Cultural (arts, crafts, historical, tourism) | Multi-Purpose (any of preceding) | Environmental Improvement |
| Wilmington | | | XX | X | XX | XXXXXXXXXXXXXXXXX | XX | XX |
| Newport | | | X | | XX | X | | |
| New Castle | | | XX | | XXXX | X | | XX |
| Delaware City | | X | X | | | XX | | X |
| Total Responses | | 1 | 6 | 1 | 8 | 19 | 2 | 5 |

X = number of responses

Source: William J. Cohen and Associates, Inc.

Project Orientation

The importance of the initial assessment has been to establish a community value perspective that will establish a rationale for the types of projects that have support for redevelopment. As Table 6 shows, the most frequently mentioned waterfront redevelopment activity is some kind of cultural use, followed by recreation and commercial uses. In order to understand the large number of responses suggesting cultural activities (particularly in Wilmington), it is presumed that the following dimensions have had an influential role:

First, culturally-oriented projects can accomplish waterfront revitalization objectives by enhancing deteriorating areas.

Second, culturally-oriented projects are people attractors - including tourists - and thereby can serve to reclaim the waterfront for use by the general community and others.

Third, culturally-oriented projects can serve as an impetus to private investment by encouraging new businesses to locate on the waterfront, or the expansion of existing businesses to take advantage of newly generated interest in the waterfront.

Fourth, culturally-oriented projects can be developed in close affinity to recreation-oriented and commercial (marine)-oriented activities and land uses. This would allow a particular site or sites to be planned and ultimately developed for a multiple set of uses, that could be complementary to each other, while at the same time enhancing the waterfront as a community asset.

PRELIMINARY GRANT APPLICATION

To lay the groundwork for future waterfront redevelopment, research work has been undertaken in developing a preliminary grant application. Since no specific redevelopment projects have been selected, it would not be practical to complete the application requirements of any particular funding program at this time. The purpose, then, is to provide a compilation of funding program information for waterfront redevelopment. When the point is reached at which a project is selected for implementation, this compilation can serve as a workable reference to determine exactly which program or programs can provide funding for the selected project.

A complete listing of Federal programs, and a listing of sample private foundation grants which are available and could be utilized in implementing waterfront redevelopment projects, has been compiled. Four primary sources were employed in developing this compilation:

1. "A Compilation of Federal Program and Private Foundation Funding Sources for Waterfront Revitalization", supplied by the Office of Coastal Zone Management (Summer 1978).
2. "Workgroup Notes of the First Workshop on Urban Waterfront Redevelopment" held in Detroit, Michigan, January 17-19, 1979.
3. An informational computer program on Federal programs prepared under the Federal Assistance Programs Retrieval System through the cooperation of the Office of U. S. Senator William V. Roth, Jr. This program provided potentially applicable funding sources for the following categories:

- * Community Facilities: recreation, land acquisition, historic preservation, federal surplus property and flood prevention and control.
- * Planning and Technical Assistance: community facilities, business and industrial development, natural resources and housing.
- * Housing: construction or purchase of structures for private housing, land acquisition and site preparation.
- * Business and Industrial Development: construction and equipment assistance, small business, site acquisition and minority business enterprise.

4. "Sources of Preservation Funding", Heritage Conservation and Recreation Services, 1978.

From the vast array of Federal programs suggested by these four sources, the programs which were judged to have potential for useful application to waterfront redevelopment projects were selected for inclusion in this listing.

The Federal programs have been displayed in Table 7 to indicate the applicability of each program to four major funding categories; 1) planning; 2) site acquisition; 3) construction/rehabilitation; and 4) insurance or loan guarantees. Thus, a relationship can be drawn between Project Orientation, discussed previously, and grant opportunities by employing Table 7.

In Appendix 3, relevant information on each of the programs is provided. For the programs judged to be most attractive, information concerning eligibility, duration of application process, financial requirements and government contacts has been included. Following the Federal program descriptions, there

is a list of some private foundation funds which are geared towards general development objectives and could potentially be applied to any waterfront redevelopment project. This list of private funding is by no means exhaustive, but is meant to provide a sample listing of typical sources of private grants.

TABLE 7

FEDERAL FUNDING PROGRAMS, BY TYPE OF ACTIVITY FUNDED

| Program | Planning | | | Site Acquisition | | | Construction/Rehabilitation | | | Insurance |
|---|----------------------|-----------------|-----------------------|------------------|---------|--------------|-----------------------------|----------------|-----------|-----------|
| | Technical Assistance | Analysis/Design | Historic Preservation | Recreation | Housing | New Commerce | Site Improvement | Infrastructure | Structure | |
| 1. Public Land for Recreation, Hist. Monuments, Public Purposes | | | X | X | | | | | | |
| 2. Disposal of Fed. Surplus Real Prop. for Recre., Hist. Monuments, Ports | | | X | X | | X | | | | |
| 3. Outdoor Recre. Acquisition and Development | X | X | | X | | | X | | X | |
| 4. Urban Park and Recre. Recovery Act | | X | | | | | X | X | X | |
| 5. Historic Preservation Grants | X | | X | X | X | | | | | |
| 6. National Pres. Revolving Fund | | | X | | | | X | | | X |

TABLE 7 (Continued)

FEDERAL FUNDING PROGRAMS, BY TYPE OF ACTIVITY FUNDED

| Program | Planning | | | Site Acquisition | | | Construction/Rehabilitation | | | Insurance |
|---|----------------------|-----------------|-----------------------|------------------|---------|--------------|-----------------------------|----------------|-----------|-----------|
| | Technical Assistance | Analysis/Design | Historic Preservation | Recreation | Housing | New Commerce | Site Improvement | Infrastructure | Structure | |
| 7. Maritime Pres. Grants | X | | X | | | | X | | X | |
| 8. Engangered Prop. Fund | | | X | | | | | | | |
| 9. NEA Architect Planning, Design Program | X | | X | | | | | | | |
| 10. Historic Pres. Loan Program | X | | X | | | | | | X | X |
| 11. Property Release Option Program | | | X | X | X | X | | | X | |
| 12. Economic Devel. Technical Assistce. | X | X | | | | | | | | |

TABLE 7 (Continued)

FEDERAL FUNDING PROGRAMS, BY TYPE OF ACTIVITY FUNDED

| Program | Planning | | | Site Acquisition | | | Construction/Rehabilitation | | | Insurance |
|---|----------------------|-----------------|-----------------------|------------------|---------|--------------|-----------------------------|----------------|-----------|-----------|
| | Technical Assistance | Analysis/Design | Historic Preservation | Recreation | Housing | New Commerce | Site Improvement | Infrastructure | Structure | |
| 13. Ship Sales | | | | X | X | X | | | | |
| 14. Promotion of the Arts | X | | | | | | | | | |
| 15. Grants and Loans for Public Works and Devel. Facilities | | | | X | X | X | X | X | X | |
| 16. Public Works Impact Projects | | | | | | | | | X | |
| 17. Livable Cities | | X | | | | | X | | X | |
| 18. Coastal Energy Impact Programs | X | | | | | | | X | X | |

TABLE 7 (Continued)

FEDERAL FUNDING PROGRAMS, BY TYPE OF ACTIVITY FUNDED

| Program | Planning | | | Site Acquisition | | | Construction/Rehabilitation | | | Insurance |
|--|----------------------|-----------------|-----------------------|------------------|---------|--------------|-----------------------------|----------------|-----------|-----------|
| | Technical Assistance | Analysis/Design | Historic Preservation | Recreation | Housing | New Commerce | Site Improvement | Infrastructure | Structure | |
| 19. Economic Development - Dist. Operational Assist. | X | | | | | | | | | |
| 20. Federal Surplus Land Donation | | | | X | X | X | | | | |
| 21. Communication Development Block Grant | X | X | X | X | X | X | X | X | X | |
| 22. UDAG | X | | X | X | X | X | X | X | X | |
| 23. Business Development Assist. | X | | | | | X | X | X | X | |
| 24. Business Development 304 Grants | | | | | | | X | X | X | |

TABLE 7 (Continued)

FEDERAL FUNDING PROGRAMS, BY TYPE OF ACTIVITY FUNDED

| Program | Planning | | | Site Acquisition | | | Construction/Rehabilitation | | | Insurance |
|---|----------------------|-----------------|-----------------------|------------------|---------|--------------|-----------------------------|----------------|-----------|-----------|
| | Technical Assistance | Analysis/Design | Historic Preservation | Recreation | Housing | New Commerce | Site Improvement | Infrastructure | Structure | |
| 25. Economic Opportunity Loans for Small Businesses | X | | | | | | | | | |
| 26. 7(a) Small Business Loans | X | | | | | | X | | X | |
| 27. Minority Business Enterprise | X | | | | | | | | | |
| 28. Community Economic Development | X | | | | | | | | | |
| 29. Displaced Business Loans | X | | | | | X | | | X | |
| 30. Beach Erosion Control | | X | | | | | X | | | |

TABLE 7 (Continued)

FEDERAL FUNDING PROGRAMS, BY TYPE OF ACTIVITY FUNDED

| Program | Planning | | | Site Acquisition | | | Construction/Rehabilitation | | | Insurance |
|--|----------------------|-----------------|-----------------------|------------------|---------|--------------|-----------------------------|----------------|-----------|-----------|
| | Technical Assistance | Analysis/Design | Historic Preservation | Recreation | Housing | New Commerce | Site Improvement | Infrastructure | Structure | |
| 31. Flood Control | | X | | | | | X | X | | |
| 32. Flood Insurance | | | | | | | | | | X |
| 33. Flood Plain Management | X | | | | | | | | | |
| 34. Small Navig. Projects | X | X | | | | | | | X | |
| 35. Clearing for Navigation | | | | | | | X | | | |
| 36. Development and Promotion of Ports and Intermodal Transportation | X | X | | | | | | | X | |

TABLE 7 (Continued)

FEDERAL FUNDING PROGRAMS, BY TYPE OF ACTIVITY FUNDED

| Program | Planning | | | Site Acquisition | | | Construction/Rehabilitation | | | Insurance |
|---|----------------------|-----------------|-----------------------|------------------|---------|--------------|-----------------------------|----------------|-----------|-----------|
| | Technical Assistance | Analysis/Design | Historic Preservation | Recreation | Housing | New Commerce | Site Improvement | Infrastructure | Structure | |
| 37. Housing Rehab. 312 Loans | X | | | | | | X | | X | |
| 38. Mortgage Insurance | | | | | | | | | | X |
| 39. New Communities Loan Guarantees | | | | | | | | | | X |
| 40. Fish Restoration | | | | X | | X | | | | |
| 41. Wildlife Restoration | | | | X | | X | | | | |
| 42. Special Economic Develop. and Adjustment Assis. - Longterm Economic Deterior. | X | | | | | | | | | |

TABLE 7 (Continued)

Sources:

1. "A Compilation of Federal Program and Private Foundation Funding Sources for Waterfront Revitalization" (Office of Coastal Zone Management), 1978.
2. "Workgroup Notes of the First National Workshop on Urban Waterfront Redevelopment" (1979).
3. Federal Assistance Programs Retrieval System (1979).
4. "Sources of Preservation Funding" (Heritage Conservation and Recreation Service), 1978.

CHAPTER 4

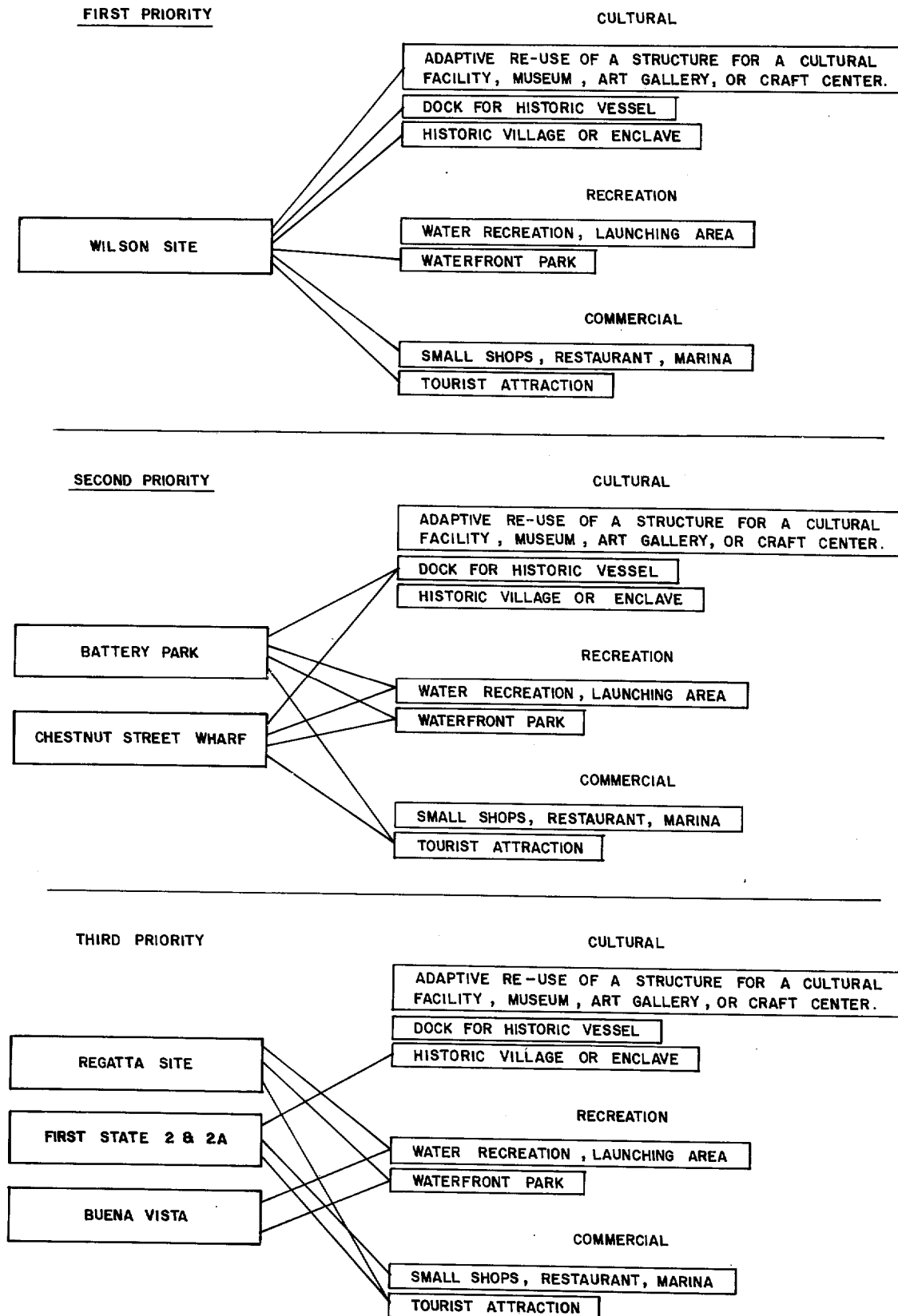
RECOMMENDATIONS

REDEVELOPMENT RELATIONSHIPS

Before the recommendations are presented a series of redevelopment relationships have been designed as the culmination of the site selection-impact analysis (Chapter 2) and the project identification effort (Chapter 3). Through this means a clear understanding can be made of the priority list of sites and the potential redevelopment projects that would be undertaken. Figure 9 provides this analysis indicating for each site of first, second and third priority, the range of land use activities divided among cultural, recreational and commercial.

Following Figure 9 are the specific recommendations for each of the priority sites.

FIGURE 9
REDEVELOPMENT RELATIONSHIPS



SOURCE: WILLIAM J. COHEN
AND ASSOCIATES, INC.

FIRST PRIORITY SITE

Wilson Site (Wilmington)

The Wilson property (Wilmington) has been judged to have the greatest potential for redevelopment. The property has historical importance as a former shipbuilding center, is adjacent to the first landing place of the Swedes and is within walking distance to Old Swedes Church. The site contains 7.3 acres and a primary building - in need of renovation - with 15,800 square feet. Several other buildings on the site contain a total of 11,482 square feet. Water depth averages 21 feet at low tide on the Christina along the property. There is an existing deep water dock with bulkheading and the remains of a "marine railway". A recent extension of Heald Street between the newly reconstructed 3rd Street Bridge and East 7th Street makes the site reasonably accessible. The size of the property, its location, surrounding areas of historic importance, the growing interest in the East 7th Street confluence, and the availability of a building for re-use, as well as a sizable dock-slip facility, make the Wilson property an outstanding site on the urban waterfront for redevelopment.

The property is currently on the market for sale at \$450,000 and could be redeveloped for a variety of cultural, recreation and commercial uses. The site could also be planned to provide accommodations for a Delaware Center for Contemporary Arts and the Port of Wilmington Maritime Society.

Recommendations

1. The Wilson property should be acquired by the City, either through outright purchase or by some other option in order to remove it from the open market.

2. A master site plan should be prepared to include the following:
 - a) Adaptive re-use and design of the main structure as a cultural facility to house arts, crafts, a gift shop, and possibly a restaurant.
 - b) Reconstruction of the existing dock area as a slip for an historic vessel.
 - c) A waterfront park to connect to the adjacent Fort Christina Park.
 - d) The location of historical and architectural noteworthy buildings (such as the Mendenhall House) that may be moved to the Wilson site and adapted to a variety of complementary uses.
 - e) Conceptual design and engineering plans.
3. A market analysis should be undertaken to establish a priority for development based upon the most feasible uses that could be implemented.
4. A development plan should be prepared to provide a sequential time-frame of implementation for redevelopment of the site.

SECOND PRIORITY SITES

Battery Park (Delaware City)

This .84 acre site is located on the waterfront at Clinton Street, and is owned by the City. The most recent improvements to the southern portion of Battery Park completed by the State have greatly enhanced the area for both community and tourist enjoyment. In light of increased interest in Fort Delaware, and the general feeling by community leaders that additional tourist activity would be economically beneficial to the community, the following recommendations are made:

1. The City-owned portion of Battery Park should be redeveloped for more intensive land uses.
2. A site plan should be prepared to retain the integrity of Battery Park as a waterfront amenity and include:
 - a) The location for an historic structure that would be moved to Battery Park and serve as an historic information center, museum, and/or headquarters for the Delaware City Historic Areas Committee.
 - b) Design concept proposals as well as engineering studies that would utilize the dock area at Washington Street for public usage and flood control purposes.
3. The City should apply for Federal or State project funding assistance to accomplish the above.

Chestnut Street Wharf (New Castle)

This area of historic importance to the City of New Castle has great potential, yet development would be restricted in view of the cautious approach the

community takes toward any significant change. The property consists of 1.8 acres and is under the control of the Trustees of New Castle Common and presently is unused vacant land. The deteriorating wharf could be reconstructed to provide a berth for visiting historic vessels or public usage. A 19 foot average depth exists a short distance from shore, so some dredging would be required. In addition, complementary on-shore uses could be developed such as a restaurant, information center, and launching area. The following are recommended:

1. The City should apply, with the approval of the Trustees of New Castle Common, for Federal or State assistance in order to reconstruct the wharf to provide a facility for both a historic vessel and public docking.
2. A site plan should be prepared that incorporates a limited development scheme for lands immediately abutting the wharf to include a restaurant as the major focal point at the foot of Chestnut Street. Significant landscaping and buffering between the waterfront uses and the private residences on Chestnut Street and the Strand should also be included.

THIRD PRIORITY SITES

Regatta Site (Wilmington)

Consisting of 6.8 acres at the confluence of the Brandywine and Christina, this site is owned by the City and has recently been an area experiencing increasing use by recreational boaters. Cityside, Inc., a nonprofit community organization, has sponsored a series of regattas and an annual "Maritime Days" with this site as a focus for activities. A newly discovered interest in water-oriented recreation at this point on the Christina - with easy access to the Delaware River - has been encouraging. Two nearby marinas, the Old Seventh Street Boatyard and the Fort Christina Marina and Boat Club have experienced increasing patronage which indicates an optimistic future for pleasure boaters on the Christina.

For Wilmington the Regatta Site offers great potential as a recreational area - developed in coordination with the two existing marinas - in order to provide a maximum number of opportunities for recreation. For the immediate future the following are recommended:

1. The City should prepare a master plan for the Regatta Site which includes the present and future plans of the Old Seventh Street Boatyard and the Fort Christina Marina and Boat Club. The master plan should include a public launching area, waterfront park and recreation area, public lavatory facilities, and parking.

First State 2 & 2A (Wilmington)

This 4.9 acres of vacant land is currently on the market for sale at a price of \$131,300 and is located between the Kaiser Yacht building plant on the west

and the Fort Christina Marina on the east. The site would allow basically for a continuation of the redevelopment pattern that has been recommended for the Wilson property. A historic village or enclave could be established here or a series of small shops, or a restaurant. Although there are no existing buildings for adaptive re-use, the First State property would complete a redevelopment effort that would stretch from the Third Street Bridge to the confluence.

Recommendations are as follows:

1. The City should acquire the First State (parcels 2 and 2A) property and hold these for future redevelopment. Planning for the site could be undertaken in conjunction with the waterfront planning work being undertaken by the City Planning Department.

Buena Vista (Wilmington)

The Buena Vista Park is a small, but attractive public open space and recreation area of .3 acre. The City is currently seeking Federal assistance to continue park development east of the Market Street Bridge on the Brandywine including two other parcels of land. The Buena Vista area could serve as a redevelopment site through more intensive recreational uses. A launching area for small boats and canoes could be established as well as public lavatory facilities.

CONCLUSION

The site-project recommendations made previously should be implemented in conjunction with a general planning-redevelopment approach. Such an approach is outlined as a concluding section to the Delaware Urban Waterfront Project.

Planning This should provide information and analysis concerning specific locations on the waterfront that could be re-developed. This would include an identification of potential sites that are evaluated for social, environmental, and physical constraints as well as the probable infrastructure needs required for redevelopment. The planning component must establish from the beginning a creative perspective to insure that site planning and design innovation can take place. The end result of the planning component should be a redevelopment land use plan.

Design The redevelopment land use plan is then subjected to a detailed conceptual design. Architectural schematics and landscape plans should be prepared in sufficient detail for both public presentation as well as the preparation of preliminary engineering and construction plans.

Marketing A feasibility analysis and marketing strategy should be undertaken that will emphasize the reality of accomplishing the redevelopment land use plan. As part of this effort, the following could be accomplished: a development timing schedule; a determination of the priority for development (in stages if necessary); a determination of tenant/

ownership mix; and a determination of available Federal grant assistance.

Development Preliminary construction plans for the selected site or sites as previously determined should then be prepared. Local investors of private funds should be sought for the infusion of the necessary capital investment to make the project a reality. Finally the project should be constructed after which a management (lease-sell) strategy will be implemented.

APPENDIX 1

SITE ANALYSIS IMPACT ASSESSMENT

TABLE A-1

SITE ANALYSIS IMPACT ASSESSMENT

Name: Buena Vista

Location: Wilmington

Figure: 5 Number: 1

| Impact Factor | | High | Low |
|--------------------|---|------|-----|
| <u>Social</u> | | | |
| 1. | Is there cultural or historical significance to the site? | X | |
| 2. | Is there reasonable public access to the site? | X | |
| 3. | Is there an expressed community, public or other interest in support of redevelopment of the site? | | X |
| <u>Economic</u> | | | |
| 4. | Are there buildings with adaptive re-use potential on the site? | X | |
| 5. | Could redevelopment of the site encourage redevelopment of adjacent or nearby areas and/or increase possibilities for private investment in the area? | | X |
| <u>Environment</u> | | | |
| 6. | Would redevelopment of the site enhance the waterfront? | X | |
| 7. | Would redevelopment of the site improve general neighborhood appearance? | | X |

TABLE A-2

SITE ANALYSIS IMPACT ASSESSMENT

Name: Slocomb Industries

Location: Wilmington

Figure: 5 Number: 2

| Impact Factor | | High | Low |
|--------------------|---|------|-----|
| <u>Social</u> | | | |
| 1. | Is there cultural or historical significance to the site? | | X |
| 2. | Is there reasonable public access to the site? | | X |
| 3. | Is there an expressed community, public or other interest in support of redevelopment of the site? | | X |
| <u>Economic</u> | | | |
| 4. | Are there buildings with adaptive re-use potential on the site? | X | |
| 5. | Could redevelopment of the site encourage redevelopment of adjacent or nearby areas and/or increase possibilities for private investment in the area? | | X |
| <u>Environment</u> | | | |
| 6. | Would redevelopment of the site enhance the waterfront? | | X |
| 7. | Would redevelopment of the site improve general neighborhood appearance? | | X |

TABLE A-3

SITE ANALYSIS IMPACT ASSESSMENT

Name: City Lot

Location: Wilmington

Figure: 5 Number: 3

| Impact Factor | High | Low |
|--|------|-----|
| <u>Social</u> | | |
| 1. Is there cultural or historical significance to the site? | | X |
| 2. Is there reasonable public access to the site? | X | |
| 3. Is there an expressed community, public or other interest in support of redevelopment of the site? | | X |
| <u>Economic</u> | | |
| 4. Are there buildings with adaptive re-use potential on the site? | | X |
| 5. Could redevelopment of the site encourage redevelopment of adjacent or nearby areas and/or increase possibilities for private investment in the area? | | X |
| <u>Environment</u> | | |
| 6. Would redevelopment of the site enhance the waterfront? | X | |
| 7. Would redevelopment of the site improve general neighborhood appearance? | X | |

TABLE A-4

SITE ANALYSIS IMPACT ASSESSMENT

Name: First State #11

Location: Wilmington

Figure: 5 Number: 4

| Impact Factor | | High | Low |
|--------------------|---|------|-----|
| <u>Social</u> | | | |
| 1. | Is there cultural or historical significance to the site? | | X |
| 2. | Is there reasonable public access to the site? | | X |
| 3. | Is there an expressed community, public or other interest in support of redevelopment of the site? | | X |
| <u>Economic</u> | | | |
| 4. | Are there buildings with adaptive re-use potential on the site? | X | |
| 5. | Could redevelopment of the site encourage redevelopment of adjacent or nearby areas and/or increase possibilities for private investment in the area? | | X |
| <u>Environment</u> | | | |
| 6. | Would redevelopment of the site enhance the waterfront? | | X |
| 7. | Would redevelopment of the site improve general neighborhood appearance? | | X |

TABLE A-5

SITE ANALYSIS IMPACT ASSESSMENT

Name: First State #A

Location: Wilmington

Figure: 5 Number: 5

| Impact Factor | High | Low |
|--|------|-----|
| <u>Social</u> | | |
| 1. Is there cultural or historical significance to the site? | | X |
| 2. Is there reasonable public access to the site? | | X |
| 3. Is there an expressed community, public or other interest in support of redevelopment of the site? | | X |
| <u>Economic</u> | | |
| 4. Are there buildings with adaptive re-use potential on the site? | | X |
| 5. Could redevelopment of the site encourage redevelopment of adjacent or nearby areas and/or increase possibilities for private investment in the area? | | X |
| <u>Environment</u> | | |
| 6. Would redevelopment of the site enhance the waterfront? | | X |
| 7. Would redevelopment of the site improve general neighborhood appearance? | | X |

TABLE A-6

SITE ANALYSIS IMPACT ASSESSMENT

Name: Smith

Location: Wilmington

Figure: 5 Number: 6

| Impact Factor | High | Low |
|--|------|-----|
| <u>Social</u> | | |
| 1. Is there cultural or historical significance to the site? | | X |
| 2. Is there reasonable public access to the site? | | X |
| 3. Is there an expressed community, public or other interest in support of redevelopment of the site? | | X |
| <u>Economic</u> | | |
| 4. Are there buildings with adaptive re-use potential on the site? | | X |
| 5. Could redevelopment of the site encourage redevelopment of adjacent or nearby areas and/or increase possibilities for private investment in the area? | | X |
| <u>Environment</u> | | |
| 6. Would redevelopment of the site enhance the waterfront? | | X |
| 7. Would redevelopment of the site improve general neighborhood appearance? | | X |

TABLE A-7

SITE ANALYSIS IMPACT ASSESSMENT

Name: Regatta

Location: Wilmington

Figure: 5 Number: 7

| Impact Factor | | High | Low |
|--------------------|---|------|-----|
| <u>Social</u> | | | |
| 1. | Is there cultural or historical significance to the site? | | X |
| 2. | Is there reasonable public access to the site? | X | |
| 3. | Is there an expressed community, public or other interest in support of redevelopment of the site? | X | |
| <u>Economic</u> | | | |
| 4. | Are there buildings with adaptive re-use potential on the site? | | X |
| 5. | Could redevelopment of the site encourage redevelopment of adjacent or nearby areas and/or increase possibilities for private investment in the area? | X | |
| <u>Environment</u> | | | |
| 6. | Would redevelopment of the site enhance the waterfront? | X | |
| 7. | Would redevelopment of the site improve general neighborhood appearance? | | X |

TABLE A-8

SITE ANALYSIS IMPACT ASSESSMENT

Name: First State #2 & 2A

Location: Wilmington

Figure: 5 Number: 8

| Impact Factor | | High | Low |
|--------------------|---|------|-----|
| <u>Social</u> | | | |
| 1. | Is there cultural or historical significance to the site? | | X |
| 2. | Is there reasonable public access to the site? | X | |
| 3. | Is there an expressed community, public or other interest in support of redevelopment of the site? | | X |
| <u>Economic</u> | | | |
| 4. | Are there buildings with adaptive re-use potential on the site? | | X |
| 5. | Could redevelopment of the site encourage redevelopment of adjacent or nearby areas and/or increase possibilities for private investment in the area? | X | |
| <u>Environment</u> | | | |
| 6. | Would redevelopment of the site enhance the waterfront? | X | |
| 7. | Would redevelopment of the site improve general neighborhood appearance? | X | |

Table A-9

SITE ANALYSIS IMPACT ASSESSMENT

Name: Wilson

Location: Wilmington

Figure: 5 Number: 9

| Impact Factor | High | Low |
|--|------|-----|
| <u>Social</u> | | |
| 1. Is there cultural or historical significance to the site? | X | |
| 2. Is there reasonable public access to the site? | X | |
| 3. Is there an expressed community, public or other interest in support of redevelopment of the site? | X | |
| <u>Economic</u> | | |
| 4. Are there buildings with adaptive re-use potential on the site? | X | |
| 5. Could redevelopment of the site encourage redevelopment of adjacent or nearby areas and/or increase possibilities for private investment in the area? | X | |
| <u>Environment</u> | | |
| 6. Would redevelopment of the site enhance the waterfront? | X | |
| 7. Would redevelopment of the site improve general neighborhood appearance? | X | |

TABLE A-10

SITE ANALYSIS IMPACT ASSESSMENT

Name: 3rd Street Bridge

Location: Wilmington

Figure: 5 Number: 10

| Impact Factor | High | Low |
|--|------|-----|
| <u>Social</u> | | |
| 1. Is there cultural or historical significance to the site? | | X |
| 2. Is there reasonable public access to the site? | X | |
| 3. Is there an expressed community, public or other interest in support of redevelopment of the site? | | X |
| <u>Economic</u> | | |
| 4. Are there buildings with adaptive re-use potential on the site? | | X |
| 5. Could redevelopment of the site encourage redevelopment of adjacent or nearby areas and/or increase possibilities for private investment in the area? | | X |
| <u>Environment</u> | | |
| 6. Would redevelopment of the site enhance the waterfront? | | X |
| 7. Would redevelopment of the site improve general neighborhood appearance? | | X |

TABLE A-11

SITE ANALYSIS IMPACT ASSESSMENT

Name: Christina Park

Location: Wilmington

Figure: 5 Number: 11

| Impact Factor | High | Low |
|--|------|-----|
| <u>Social</u> | | |
| 1. Is there cultural or historical significance to the site? | X | |
| 2. Is there reasonable public access to the site? | | X |
| 3. Is there an expressed community, public or other interest in support of redevelopment of the site? | | X |
| <u>Economic</u> | | |
| 4. Are there buildings with adaptive re-use potential on the site? | | X |
| 5. Could redevelopment of the site encourage redevelopment of adjacent or nearby areas and/or increase possibilities for private investment in the area? | | X |
| <u>Environment</u> | | |
| 6. Would redevelopment of the site enhance the waterfront? | | X |
| 7. Would redevelopment of the site improve general neighborhood appearance? | | X |

TABLE A-12

SITE ANALYSIS IMPACT ASSESSMENT

Name: Industrial Realty Site

Location: Wilmington

Figure: 5 Number: 12

| Impact Factor | High | Low |
|--|------|-----|
| <u>Social</u> | | |
| 1. Is there cultural or historical significance to the site? | | X |
| 2. Is there reasonable public access to the site? | | X |
| 3. Is there an expressed community, public or other interest in support of redevelopment of the site? | | X |
| <u>Economic</u> | | |
| 4. Are there buildings with adaptive re-use potential on the site? | X | |
| 5. Could redevelopment of the site encourage redevelopment of adjacent or nearby areas and/or increase possibilities for private investment in the area? | | X |
| <u>Environment</u> | | |
| 6. Would redevelopment of the site enhance the waterfront? | X | |
| 7. Would redevelopment of the site improve general neighborhood appearance? | X | |

TABLE A-13

SITE ANALYSIS IMPACT ASSESSMENT

Name: Route 41 Viaduct

Location: Newport

Figure: 6 Number: 13

| Impact Factor | High | Low |
|--|------|-----|
| <u>Social</u> | | |
| 1. Is there cultural or historical significance to the site? | | X |
| 2. Is there reasonable public access to the site? | X | |
| 3. Is there an expressed community, public or other interest in support of redevelopment of the site? | | X |
| <u>Economic</u> | | |
| 4. Are there buildings with adaptive re-use potential on the site? | | X |
| 5. Could redevelopment of the site encourage redevelopment of adjacent or nearby areas and/or increase possibilities for private investment in the area? | | X |
| <u>Environment</u> | | |
| 6. Would redevelopment of the site enhance the waterfront? | X | |
| 7. Would redevelopment of the site improve general neighborhood appearance? | | X |

TABLE A-14

SITE ANALYSIS IMPACT ASSESSMENT

Name: Delmarva

Location: Newport

Figure: 6 Number: 14

| Impact Factor | High | Low |
|--|------|-----|
| <u>Social</u> | | |
| 1. Is there cultural or historical significance to the site? | | X |
| 2. Is there reasonable public access to the site? | X | |
| 3. Is there an expressed community, public or other interest in support of redevelopment of the site? | | X |
| <u>Economic</u> | | |
| 4. Are there buildings with adaptive re-use potential on the site? | | X |
| 5. Could redevelopment of the site encourage redevelopment of adjacent or nearby areas and/or increase possibilities for private investment in the area? | | X |
| <u>Environment</u> | | |
| 6. Would redevelopment of the site enhance the waterfront? | X | |
| 7. Would redevelopment of the site improve general neighborhood appearance? | | X |

TABLE A-15

SITE ANALYSIS IMPACT ASSESSMENT

Name: Potters Field

Location: New Castle

Figure: 7 Number: 15

| Impact Factor | | High | Low |
|--------------------|---|------|-----|
| <u>Social</u> | | | |
| 1. | Is there cultural or historical significance to the site? | | X |
| 2. | Is there reasonable public access to the site? | X | |
| 3. | Is there an expressed community, public or other interest in support of redevelopment of the site? | | X |
| <u>Economic</u> | | | |
| 4. | Are there buildings with adaptive re-use potential on the site? | | X |
| 5. | Could redevelopment of the site encourage redevelopment of adjacent or nearby areas and/or increase possibilities for private investment in the area? | | X |
| <u>Environment</u> | | | |
| 6. | Would redevelopment of the site enhance the waterfront? | X | |
| 7. | Would redevelopment of the site improve general neighborhood appearance? | X | |

TABLE A-16

SITE ANALYSIS IMPACT ASSESSMENT

Name: Chestnut Street Wharf

Location: New Castle

Figure: 7 Number: 16

| Impact Factor | High | Low |
|--|------|-----|
| <u>Social</u> | | |
| 1. Is there cultural or historical significance to the site? | X | |
| 2. Is there reasonable public access to the site? | X | |
| 3. Is there an expressed community, public or other interest in support of redevelopment of the site? | X | |
| <u>Economic</u> | | |
| 4. Are there buildings with adaptive re-use potential on the site? | | X |
| 5. Could redevelopment of the site encourage redevelopment of adjacent or nearby areas and/or increase possibilities for private investment in the area? | | X |
| <u>Environment</u> | | |
| 6. Would redevelopment of the site enhance the waterfront? | X | |
| 7. Would redevelopment of the site improve general neighborhood appearance? | X | |

TABLE A-17

SITE ANALYSIS IMPACT ASSESSMENT

Name: Delaware Street
 Location: New Castle
 Figure: 7 Number: 17

| Impact Factor | High | Low |
|--|------|-----|
| <u>Social</u> | | |
| 1. Is there cultural or historical significance to the site? | X | |
| 2. Is there reasonable public access to the site? | X | |
| 3. Is there an expressed community, public or other interest in support of redevelopment of the site? | | X |
| <u>Economic</u> | | |
| 4. Are there buildings with adaptive re-use potential on the site? | | X |
| 5. Could redevelopment of the site encourage redevelopment of adjacent or nearby areas and/or increase possibilities for private investment in the area? | | X |
| <u>Environment</u> | | |
| 6. Would redevelopment of the site enhance the waterfront? | | X |
| 7. Would redevelopment of the site improve general neighborhood appearance? | | X |

TABLE A-18

SITE ANALYSIS IMPACT ASSESSMENT

Name: Fire Company Ramp

Location: New Castle

Figure: 7 Number: 18

| Impact Factor | | High | Low |
|--------------------|---|------|-----|
| <u>Social</u> | | | |
| 1. | Is there cultural or historical significance to the site? | | X |
| 2. | Is there reasonable public access to the site? | | X |
| 3. | Is there an expressed community, public or other interest in support of redevelopment of the site? | | X |
| <u>Economic</u> | | | |
| 4. | Are there buildings with adaptive re-use potential on the site? | | X |
| 5. | Could redevelopment of the site encourage redevelopment of adjacent or nearby areas and/or increase possibilities for private investment in the area? | | X |
| <u>Environment</u> | | | |
| 6. | Would redevelopment of the site enhance the waterfront? | | X |
| 7. | Would redevelopment of the site improve general neighborhood appearance? | | X |

TABLE A-19

SITE ANALYSIS IMPACT ASSESSMENT

Name: Battery Park

Location: Delaware City

Figure: 8 Number: 19

| Impact Factor | High | Low |
|--|------|-----|
| <u>Social</u> | | |
| 1. Is there cultural or historical significance to the site? | X | |
| 2. Is there reasonable public access to the site? | X | |
| 3. Is there an expressed community, public or other interest in support of redevelopment of the site? | X | |
| <u>Economic</u> | | |
| 4. Are there buildings with adaptive re-use potential on the site? | | X |
| 5. Could redevelopment of the site encourage redevelopment of adjacent or nearby areas and/or increase possibilities for private investment in the area? | X | |
| <u>Environment</u> | | |
| 6. Would redevelopment of the site enhance the waterfront? | X | |
| 7. Would redevelopment of the site improve general neighborhood appearance? | | X |

TABLE A-20

SITE ANALYSIS IMPACT ASSESSMENT

Name: School Property

Location: Delaware City

Figure: 8 Number: 20

| Impact Factor | High | Low |
|--|------|-----|
| <u>Social</u> | | |
| 1. Is there cultural or historical significance to the site? | | X |
| 2. Is there reasonable public access to the site? | X | |
| 3. Is there an expressed community, public or other interest in support of redevelopment of the site? | | X |
| <u>Economic</u> | | |
| 4. Are there buildings with adaptive re-use potential on the site? | | X |
| 5. Could redevelopment of the site encourage redevelopment of adjacent or nearby areas and/or increase possibilities for private investment in the area? | | X |
| <u>Environment</u> | | |
| 6. Would redevelopment of the site enhance the waterfront? | | X |
| 7. Would redevelopment of the site improve general neighborhood appearance? | | X |

APPENDIX 2

INITIAL ASSESSMENT FINDINGS

WILMINGTON

Persons Interviewed

1. John Babiarz, Director of Commerce
2. James Baker, City Council
3. Arthur Boswell, Executive Director, Peoples Settlement Association
4. Fred Brueggeman, Former Director of Planning and Development
5. Emery Graham, Grants Coordinator
6. James Gilliam, Sr., Director, New Castle County Department of C.D. & H
7. Gary Hutt, President, Eastside Neighborhood Association
8. Paul Jensen, College of Marine Studies, University of Delaware
9. Peter Larson, Executive Vice President, Greater Wilmington Development Council
10. Larry Liggett, Economic Development Planner
11. Rev. Jack McKelvey, Vicar, Old Swedes Church
12. Roy Smith, President, City Side, Inc.
13. Ames Thompson, City Side, Inc.
14. Priscilla Thompson, City Side, Inc.

Waterfront Concerns and Needs

1. The river (Christina) should be used as an impetus to encourage development near Fort Christina.
2. The north bank of the Christina has development potential. It could be a "new town in town".
3. Property along East 7th Street (between the Brandywine and Christina) could be a commercial center.
4. Land uses to draw people to the waterfront, such as a shopping area or restaurants, should be encouraged.

5. Relocate salvage yard (on Brandywine off 14th Street).
6. French Street could provide a vista to the waterfront.
7. The riverfront is not being addressed as to its potential attraction to people.
8. Very few land uses actually relate to the waterfront.
9. The existing marinas need to be made more attractive.
10. There is a growing interest in water-oriented recreation activity at the confluence of the Brandywine and Christina (on city owned land).
11. A "land use connection" is needed between the Market Street Mall and the waterfront.
12. Living areas and experiences must be provided.
13. The Wilson Line property is in a "critical" position.
14. The waterfront needs business that encompass a "waterfront theme" such as crafts, rope making, seafood restaurants, barn shops, etc.
15. Maintain integrity of neighborhoods.
16. Establish a quasi-public organization to plan the re-use of property.
17. The Christina-Brandywine confluence area could be an "artsy" kind of community with dockside stores.
18. A plan should be developed to propose waterfront improvements in conjunction with the 350th anniversary of the landing of the Swedes (in 1988).
19. A most critical concern is that local (neighborhood) options be sustained and that the people now living there can remain.
20. Any development (on the East Site) no matter what it is, should not isolate the existing community.
21. Provide for new development around existing business.
22. Encourage historic and neighborhood preservation.

23. Land use relationships should be developed in light of the new road connector (Heald Street), between 3rd Street Bridge and East 7th Street.
24. Residential development potential exists for the future - not at the present.
25. There are trends (downtown) toward entertainment and restaurants.
26. Old Swedes and St. Stanislaus Churches could serve as an "anchor" for tourist activities.
27. The Wilson Line property is the key in the waterfront area of East 7th Street.
28. The Wilmington railroad station and adjacent office buildings have potential to relate to the waterfront.
29. Commercial development should be developed from the foot of East 7th Street to the railroad station.
30. The vacant buildings on the Christina can be utilized, particularly on the East 7th Street side.

Potential Waterfront Projects

1. An arts and crafts center that would provide both employment opportunities and a place for artists to develop their crafts.
2. A new (50-acre) industrial park.
3. A tourist attraction around Fort Christina Park.
4. Raise and restore the "State of Pennsylvania" (Wilson Liner), partially submerged in the Christina.
5. Mendenhall House (225 East Front Street) could be preserved with an adjoining plaza.
6. Marine related development on city owned land off East 7th Street at the confluence of the Brandywine and Christina.
7. Art gallery and cultural complex for crafts.

8. Improvements should be made to Fort Christina (the bulkheading).
9. A center to display and describe the history and culture of the area.
10. A theater.
11. Acquire the Wilson Line property (first priority) for multi-purpose use.
12. Existing buildings, including warehouses, could be restored in a rustic way; other structures (such as the Mendenhall House) could be moved to the waterfront.
13. A working center for culture and history that would serve to describe "old Wilmington" and display the history of the area.
14. Develop Wilson property to be compatible with pedestrian approaches to Fort Christina.
15. In the area of East 7th Street recreational uses are needed rather than housing.
16. A "park system" from Church Street to the confluence of the Brandywine and Christina.
17. City should acquire the Wilson property - development could be for almost any use.
18. Open up the wall around the Christina Monument.
19. The "State of Pennsylvania" (Wilson Liner) could be restored and moved near the railroad station.
20. Create an "historic village" by moving old buildings near Old Swedes and the waterfront.
21. A restaurant at Fort Christina.
22. The "State of Pennsylvania" could be restored and docked at the Wilson Line property.
23. A "marine railway" could be preserved as an historic point of interest.
24. The Wilson Line property (existing building) could be converted to an arts and crafts center.

NEWPORT

Persons Interviewed

1. Nico Calavita, New Castle County Department of Planning
2. Ruth Singleton, New Castle County Department of Community Development and Housing
3. John Tobin, Newport Planning Commission
4. Joachim Tourbier, Water Resources Center, University of Delaware

Waterfront Concerns and Needs

1. Marsh lands on the north side of the Christina (and extending beyond the city limits) should be preserved.
2. At the present time the community does not "relate" to the river, particularly since the completion of the Route 41 Viaduct.
3. Points of interest between Newport and Christina which could be developed include much history still visible, such as old bridge paths, an Indian encampment site, Dutch dikes in the marsh, and a 100-year old barge lying in the river.

Potential Waterfront Projects

1. Possible recreation and prehistoric Indian site (protected area) on the north side of the river just outside city limits.
2. Small marina on Water Street.
3. Canoeing on the Christina through the marsh.

NEW CASTLE

Persons Interviewed

1. Michael Gallagher, Community Development Coordinator
2. Robert Hill, Planning Commission and Historic Architectural Review Board
3. John Klingmeyer, Mayor
4. James Quillen, Trustees of New Castle Common

Waterfront Concerns and Needs

1. Preservation of integrity and privacy of residential uses.
2. Change must come slowly and in stages.
3. New employment opportunities are needed to generate employment for residents.
4. An historic attraction that would be "low key" and emphasize the culture of New Castle.
5. An historic vessel could be docked as a museum.
6. Something "has to happen" at Chestnut Street.
7. Develop "new ideas" for discussion about the waterfront.
8. The waterfront should be developed to be enjoyed by the people of New Castle.
9. New Castle needs housing for the elderly, and a community center.

Potential Waterfront Projects

1. Possible restaurant use at the foot of Chestnut Street (off Second Street) and reconstruction of Ferry Wharf.
2. Lands south of New Castle (Bellanca Beach) could be a location for a marina.

3. The location of an historic vessel either at the foot of Clinton Street or Delaware Street.
4. Land acquisition along waterfront (toward Lukens Street).
5. Enlarge the wharf at Delaware Street for craft docking, with additional park area.
6. Preserve the marsh areas and relate to mosquito control.
7. Recreation areas with bike paths and hiking trails.
8. A private launching ramp.

DELAWARE CITY

Persons Interviewed

1. Cordelia Bennett, Mayor
2. Carol Boyer, City Clerk
3. Richard Gilbert, City Manager
4. Richard Hendricks, City Council and President, Historic Areas Committee

Waterfront Concerns and Needs

1. The view of the river cannot be infringed upon - a major concern by the community.
2. Storm water drainage.
3. Flooding conditions at the foot of Washington Street and on Canal Street.
4. North side of Canal Street in danger of being undermined by erosion.
5. Encouragement of tourism.

Potential Waterfront Projects

1. Concert buildings on Clinton Street (from Hotel to Pharmacy) for some public, commercial, or residential use.
2. Buildings on Clinton Street (from Front Street to A & G Market) could be used for commercial and residential purposes.
3. Filling and reconstruction of south side of Clinton Street on the "old canal" to eliminate flooding and create parkland.
4. A new bulkhead and public dock at the foot of Washington Street to provide a berth for a (historic) vessel as a tourist attraction.
5. Acquisition and re-use of the historic property Marl Dale and property at Routes 13 and 72; possible relocation to Delaware City waterfront.

APPENDIX 3

GRANT INFORMATION

FEDERAL GRANT PROGRAMS

1. Public Land for Recreation and Public Purposes, Bureau of Land Management

public land for lease or purchase for public recreation and other recreational purposes; land not to exceed 640 acres, except for a state park, which can reach 6,400 acres

eligibility: states, and political subdivisions - counties, municipalities; nonprofit association or corporations

time frame: 4 months - 1 year; no deadline

financing: minimum price \$2.50/acre, \$50 per transaction; or \$.25/acre to lease, \$10 per lease

contact: Bureau of Land Management Regional Office
or
Division of Lands and Realty
Bureau of Land Management
Department of the Interior
Room 3649
Washington, D.C. 20240

2. Disposal of Federal Surplus Real Property for Parks and Recreation, Heritage Conservation and Recreation Service

land for public parks and recreation use

eligibility: states or local units of government; discounts up to 100 percent for recreation property; applicant must submit a proposed program

time frame: 3-6 months, including pre-application

contact: HCRS Regional Director
or
Chief, Division of Technical Services
Heritage Conservation and Recreation Service
Department of the Interior
Washington, D.C. 20240

3. Outdoor Recreation Acquisition, Planning and Development Project Grants, Heritage Conservation and Recreation Service

acquisition, planning and development of outdoor recreation facilities for the general public, priority given to projects serving urban populations

eligibility: state agency responsible for SCORP can apply on behalf
of local governments

time frame: 20 days; no deadline

financing: 50 percent state or local match, which can be drawn from
other Federal programs; over \$300 million available - 43
percent to state agencies, 47 percent to counties and
cities

contact: Regional HCRS Office
or
Heritage Conservation and Recreation Service
Department of the Interior
Room 121, South Interior Building
Washington, D.C. 20240

4. Urban Park and Recreation Recovery Act,
Department of the Interior

aid to selected cities (Wilmington is the only eligible city in Delaware)
to rehabilitate existing park and recreation systems - to restore
deteriorated facilities, encourage innovations, increase recreation
opportunities

eligibility: applicant must submit "Action Program"

contact: Chief, Urban Programs Task Force
Heritage Conservation and Recreation Service
Room 205, Pension Building
440 G Street, N.W.
Washington, D.C. 20243

5. Historic Preservation Grants-In-Aid,
Heritage Conservation and Recreation Service

matching survey and planning grants-in-aid to assist in identification,
evaluation and protection of historic properties; matching acquisition
and development grants-in-aid for preservation; joint funding with re-
lated federal assistance programs

eligibility: as applicant, states; as recipients, states and public
and private owners of properties listed in the National
Register of Historic Places

time frame: up to one month

financing: 100 percent state (public or private funds or in-kind
donations) match required; average grant: \$25,000

contact: State Historic Preservation Office
or
Chief
Grants Administration Division
Office of Archaeology and Historic Preservation
Heritage Conservation and Recreation Service
Department of the Interior
Washington, D.C. 20402

6. National Preservation Revolving Fund,
National Trust for Historic Preservation

low interest loans to establish revolving funds for improving historically or architecturally significant properties - single site projects not eligible

contact: National Trust for Historic Preservation
740-748 Jackson Place, N.W.
Washington, D.C. 20006

7. Maritime Preservation Grants,
National Trust for Historic Preservation

50 percent matching grants to assist maritime preservation projects - restoration and preservation of historic properties

eligibility: public or private organizations that are members of the National Trust

contact: Same as 6

8. Endangered Properties Fund,
National Trust for Historic Preservation

fund used to preserve districts, buildings, sites, structures and objects that are national historic landmarks or equally significant, which are faced with serious threats

eligibility: Anyone is eligible.

contact: Same as 6

9. Architecture, Planning and Design Program,
National Endowment for the Arts

matching grants for Livable Cities and other research and design programs; matching requirements vary

contact: Architecture, Planning and Design Program
 National Endowment for the Arts
 2401 E Street, N.W.
 Washington, D.C. 20506

10. Historic Preservation Loan Program,
Heritage Conservation and Recreation Service

provides FHA insurance for loans to finance the preservation, restoration or rehabilitation of residential properties listed in, or eligible for the National Register of Historic Places - incidental commercial use (up to 20 percent of structure) allowable; available from private lending institutions at market rates - interest can be subsidized using CDBG funds; loans not to exceed \$45,000 per structure

contact: HUD or National Register of Historic Places

11. Property Release Option Program,
HUD

sale of properties with market value of less than \$5,000 which have been in HUD inventory more than 6 months - can be rehabilitated, demolished, etc.

contact: HUD Area Office

12. Economic Development-Technical Assistance,
Economic Development Administration

demonstration project grants, feasibility studies, management assistance in EDA-designated areas; joint funding with related programs

eligibility: state, municipal or county governments; nonprofit groups

time frame: 1-3 months

financing: 25 percent cash or in-kind match required; grants average \$60,000

contact: EDA Regional Office
 or
 Director
 Office of Technical Assistance
 Economic Development Administration
 Department of Commerce
 Washington, D.C. 20230

13. Ship Sales,
Marine Administration, Department of Commerce

to sell, by competitive bids, merchant ships which become surplus to the needs of the government - for special non-transportation uses such as for piers, warehouses, crane platforms; or dismantling

eligibility: any person, group, agency, etc.. in need of a ship for non-transportation or dismantling purposes - must be purchased under competitive bid-applicant must request an invitation to bid

time frame: 6-15 days after bid opening

contact: Maritime Administration Regional Office
or
Chief, Fleet Disposal Branch
Division of Reserve Fleet
Office of Domestic Shipping
Maritime Administration
Department of Commerce
Washington, D.C. 20230

14.. Promotion of the Arts,
National Endowment for the Arts

project grants - for projects fostering professional education and development, environmental education and public awareness, research, design; no construction grants

eligibility: nonprofit organizations, including government agencies

financing: dollar-for-dollar non-federal match, average grant: \$20,000

contact: Director
Architecture, Planning and Design Program
National Endowment for the Arts
2401 E Street, N.W.
Washington, D.C. 20506

15. Grants and Loans for Public Works and Development Facilities,
Economic Development Administration

project grants, direct loans for acquisition, construction of roads, sewers, port facilities needed to initiate long-term economic growth, emphasis on increasing private investment

eligibility: public tourism facilities, port facilities, access roads to industrial parks, railroad sidings and spurs, flood control projects, site improvements for industrial parks; grants to states, localities, and public or private non-profit organizations representing a development area

time frame: 90 days

financing: generally, 50 percent match, but less for public works projects within designated economic development districts; average grant/loan \$580,000

contact: EDA Regional Office
or
Director
Office of Public Works
Economic Development Administration
Department of Commerce
Washington, D.C. 20230

16. Public Works Impact Projects,
Economic Development Administration

project grants for construction of public facilities

eligibility: states and political subdivisions; public or private non-profit organizations representing development areas

time frame: 90 days; no deadline

financing: 20 percent local match for special impact areas; priority given to projects of \$600,000 or less, average - \$220,000

contact: Same as 15

17. Livable Cities Program,
HUD, National Endowment for the Arts

project grants for nonprofit groups, especially neighborhood groups, for projects which have substantial artistic, cultural, historical or design merit and represent community initiatives which can conserve or revitalize communities or neighborhoods and for enhancing community pride; joining community economic development with cultural and art activities

contact: National Endowment for the Arts
2401 E Street, N.W.
Washington, D.C. 20506

18. Coastal Energy Impact Programs,
National Oceanic and Atmospheric Administration

grant programs include: environmental grants-design and implementation; formula grants-planning; loans and guarantees for building public facilities; energy impact planning

contact: Director
Federal Programs Office
Office of Coastal Zone Atmospheric Administration
Department of Commerce
3300 Whitehaven Street, N.W.
Page Building No. 1
Room 372
Washington, D.C. 20235

19. Economic Development - District Operational Assistance,
Economic Development Administration

project grants to economic development districts for practical professional assistance; also joint funding with related assistance programs

20. Federal Surplus Land Donation,
General Services Administration

land disposal for redevelopment

contact: Assistant Commissioner
Office of Real Property
Public Buildings Service
General Services Administration
Washington, D.C. 20405

21. Community Development Block Grants (Discretionary or Entitlement),
Department of Housing and Urban Development

project grants to localities for a wide range of development types - must principally benefit low and moderate income persons

contact: HUD Area Office
or
Community Planning and Development
451 7th Street, S.W.
Washington, D.C. 20410

22. Urban Development Action Grants (UDAG),
Department of Housing and Urban Development

acquisition, construction, improvements and relocation of business; object - to leverage private investment; project grants for distressed cities, urban counties

contact: HUD Area Office
or
Office of Urban Development Action Grants
451 7th Street, S.W.
Washington, D.C. 20410

23. Business Development Assistance,
Economic Development Administration

to encourage commercial expansion in designated areas by providing financial assistance for acquisition of fixed assets, site preparation and building rehabilitation; direct or guaranteed loans

eligibility: any individual, private or public corporation located in an eligible area; must not have moved facilities to or from another city or state within previous 3 years or contemplate a move which would create an employment loss

time frame: 3-4 months; no deadline

financing: long-term business development loans up to 65 percent for acquisition of fixed assets, new industrial or commercial facilities, or expansion of an existing facility; match: 5 percent from a local development corporation or state agency; 20 percent from a commercial lender; 10 percent applicant equity; Federal government will guarantee up to 90 percent of unpaid loan balance; average assistance \$1.5 million

contact: EDA Regional Office
or
Office of Business Development
Economic Development Administration
Department of Commerce
Washington, D.C. 20230

24. Business Development Loans - 304 Grants,
Economic Development Administration

grants to states - governors select projects which are needed to initiate long-term economic growth - project grants or direct loans

eligibility: uses include industrial parks, port facilities, access roads, public tourism facilities; flood control projects, business development loans; must demonstrate area need, be consistent with area economic development program; beneficiaries must be unemployed or members of low-income families; states, local governments, corporations for profit may apply

time frame: 90 days after submission by governor; no deadline

financing: Fiscal 1979 awards to states are available until expended; state must contribute (minimum) 25 percent match

contact: Regional EDA Office
or
Office of Business Development
Economic Development Administration
Department of Commerce
Washington, D.C. 20230

25. Economic Opportunity Loans for Small Business,
Small Business Administration

to assist in establishing, preserving or strengthening business owned
by low-income or socially or economically disadvantaged persons; loans
made to low-income people

contact: Regional or local Office of SBA

26. 7 (a) Small Business Loans,
Small Business Administration

direct or guaranteed loans to aid businesses unable to obtain financing
- to construct, expand or convert facilities; to purchase building equip-
ment or materials; for working capital

eligibility: small business independently owned and operated, generally
employing less than 250 persons

time frame: 3-6 days; no deadline

contact: District Office of SBA

27. Minority Business Enterprise,
Office of Minority Business Enterprise

protect grants - to promote and assist the expansion of minority enter-
prise - experimental and demonstration projects

eligibility: state and local agencies, minority business enterprise
programs

time frame: 1-6 months; no deadline

financing: minimum 25 percent non-Federal match, cash or in-kind;
average grant \$150,000

contact: OMBE Information Center
Department of Commerce
Washington, D.C. 20230

28. Community Economic Development,
Community Services Administration

project grants to community development corporations, only to alleviate dependency, chronic unemployment and community deterioration

contact: Program Management and Support Division
Office of Economic Development
Community Services Administration
1200 19th Street, N.W.
Washington, D.C. 20506

(note: There is a related program designed to benefit senior citizens.)

29. Displaced Business Loans,
Small Business Administration

loans to businesses to continue, or to purchase or establish a business, if economic injury has been caused by displacement by a federally aided project

contact: Director
Office of Financing
Small Business Administration
1411 L Street, N.W.
Washington, D.C. 20416

30. Beach Erosion Control,
Army Corps of Engineers

specialized services - to control all beach and shore erosion to public shores

eligibility: state and local governments

time frame: immediate, upon approval of District Engineer

financing: Federal grant cannot exceed the lower of \$1 million or 70 percent of project cost; average grant - \$250,000

contact: U. S. Army Division District Engineer
or
Director of Civil Works
Office of the Chief of Engineers
Department of the Army
Washington, D.C. 20314

31. Flood Control,
Army Corps of Engineers

specialized services to reduce flood damages; corps design and constructs the project; must be engineeringly feasible, economically justifiable

eligibility: states, political subdivisions or other responsible agencies

time frame: immediate, upon approval of District Engineer, no deadline

financing: no match; average project cost - \$1,530,000

contact: U. S. Army District Engineer
or
Director of Civil Works
Office of the Chief of Engineers
Department of the Army
Attention: DAEN-CWP-A
Washington, D.C. 20314

32. Flood Insurance,
Federal Insurance Administration, HUD

flood insurance for property owners-made available to persons in any community which submits an application

eligibility: responsibility rests with community - must enter the program one year after identification of areas

financing: claims paid up to \$25,000; average - \$2,470

contact: HUD Regional Office
or
Federal Insurance Administration
Department of Housing and Urban Development
Washington, D.C. 20410

33. Flood Plain Management Services,
Army Corps of Engineers

could be used for planning services involving identification of flood plain area, planning flood plain use and restrictions, etc.

34. Small Navigation Projects,
Army Corps of Engineers

specialized services for general navigation; corps designs and constructs project

eligibility: states, political subdivisions or states or local agencies

financing: non-Federal sponsoring agency must assume all costs above \$2 million and contribute toward project costs for construction and maintenance; average grant - \$560,000

contact: U. S. Army District Engineer
or
Director of Civil Works
Office of the Chief of Engineers
Department of the Army
Attention: DAEN-CWP-A
Washington, D.C. 20314

35. Clearing for Navigation,
Army Corps of Engineers

protection, clearing and straightening channels to improve navigation

eligibility: states, political subdivisions or local agencies

financing: non-Federal interest must provide land, easements, bear cost of annual maintenance, average project - \$50,000

contact: U. S. Army District Engineer
or
Director of Civil Works
Office of the Chief of Engineers
Attention: DAEN-CWO-M
Department of the Army
Washington, D.C. 20314

36. Development and Promotion of Ports and Intermodal Transportation,
Department of Commerce

to promote and plan for the development and utilization of ports and port facilities and intermodal transportation

eligibility: state and local governments, port authorities, individuals, organizations, companies

37. Housing Rehabilitation 312 Loans,
Department of Housing and Urban Development

direct loans to rehabilitate business and residential property located in federally assisted code enforcement areas, urban renewal areas, etc.

eligibility: owners or tenants of eligible property; priority given to communities using CDBG funds for housing rehabilitation

contact: HUD Regional Office
or
Community Planning and Development
Department of Housing and Urban Development
451 7th Street, S.W.
Washington, D.C. 20410

38. Mortgage Insurance - Land Development and New Communities,
Department of Housing and Urban Development

loan guarantees to lenders for financing purchase of land and development for building sites for subdivision or new communities - residential properties only

eligibility: prospective developers

contact: Director
Single Family Mortgage Insurance Division
Office of Insured and Direct Loan Organization
HUD
Washington, D.C. 20410

39. New Communities - Loan Guarantees,
HUD

guaranteed loans to the developers of new communities, or public development agencies

40. Fish Restoration - Dingell-Johnson Program,
U. S. Fish and Wildlife Service

grants for land acquisition and development relating to fish restoration

41. Wildlife Restoration Pittman-Robertson Program,
U. S. Fish and Wildlife Service

grants for land acquisition and development relating to wildlife restoration/preservation

42. Special Economic Development and Adjustment Assistance Program -
Long Term Economic Deterioration,
Economic Development Administration

project grants to assist states and local areas in the development and implementation of strategies designed to arrest and reverse the problems associated with long-term economic deterioration

eligibility: cities or other political subdivisions, public or private nonprofit organizations representing EDA redevelopment areas; activities include: public facilities, public services, business development, technical assistance, training, and revolving loan funds

time frame: 90 days

financing: 25 percent cash or in-kind match usually required;
grants for development of plans: \$25,000 to \$150,000;
for carrying out plans: \$200,000 to \$5,000,000

contact: EDA Regional Office
or
Deputy Assistant Secretary for Economic Development
Operations
Department of Commerce
Washington, D.C. 20230

PRIVATE SECTOR PROGRAMS

Private Sector Programs

1. Alcoa

grants for broad purposes, including cultural, civic and community development

1501 Alcoa Building
Pittsburgh, PA 15219

2. American Express Foundation

grants for civic causes and urban programs, especially community development, international and cultural purposes

American Express Plaza
New York, NY 10004

3. Avon Products Foundation

support for cultural organizations, urban programs and civic projects

9 W. 57th Street
New York, NY 10019

4. The Frederick W. Beinecke Fund

support for environment, conservation, wildlife preservation, historic preservation

The Sperry and Hutchinson Company
330 Madison Avenue
New York, NY 10017

5. Booth Ferris Foundation

civic and urban programs

40 Exchange Plaza
New York, NY 10005

6. Borg-Warner Foundations, Inc.

support for community funds, cultural and urban affairs organizations

200 South Michigan Avenue
Chicago, IL 60604

7. Brison-Meyers Fund

broad purposes; emphasis on community funds, civic improvements

345 Park Avenue
New York, NY 10022

8. The Cleveland Foundation

grants for community and economic development

700 National City Bank Building
Cleveland, OH 44114

9. The Ford Foundation

broad purposes

320 E. 43rd Street
New York, NY 10017

10. Grace Foundation

civic, cultural programs

1114 Avenue of the Americas
New York, NY 10036

11. The Hearst Foundation

broad purposes

888 Seventh Avenue
New York, NY 10019

12. High Winds Fund, Inc.

preserve and maintain places of beauty including buildings of historical interest; for conservation and recreational activities

High Winds/Byrem Lake Road
RFD #2
Mt. Kisco, NY 10549

13. The Lillia Babbitt Hyde Foundation

capital for development projects

507 Westminster Avenue
Elizabeth, NY

14. The Kresgue Foundation

grants for building construction or renovation projects

Standard Federal Savings Building
2401 West Big Beaver Road
Troy, MI 48084

15. L.A.W. Fund Inc.

preserve and maintain places of beauty including buildings of historical interest, and for conservation and recreational activities

High Winds/Byrem Lake Road
RFD #2
Mt. Kisco, NY 10549

16. Lilly Endowment, Inc.

community development

2801 North Meridian Street
Indianapolis, IN 46208

17. Andrew W. Mellon Foundation

cultural, environmental, public affairs

140 E. 62nd Street
New York, NY 10021

18. The Prospect Hill Foundation, Inc.

broad purposes, including museums and recreation

c/o The Sperry and Hutchinson Company
330 Madison Avenue
New York, NY 10017

19. Readers' Digest Foundation

civic, cultural, public affairs, the arts

Pleasantville, NY 10570

20. Rockefeller Brothers Fund, Inc.

civic and cultural values, economic opportunity and development

21. The S & H Foundation, Inc.

urban and civic affairs

The Sperry and Hutchinson Company
330 Madison Avenue
New York, NY 10017

22. Levi-Strauss Foundation

cultural and civic projects; seed money

2 Embarcadero Center
San Francisco, CA 94106

23. Xerox Fund

urban affairs, cultural institutions

Xerox Corporation
Stamford, CT 06904